MICROFILM

START OF ROLL

ROLL NO.

146

Construction Contracts

Begins with: • 7414

113-1110 Burns-Lawen Section, of Steens Highway, E. of Burns. (Grading, paving & structure) 1970

#7414

RECEIVED
JAN 7 - 1972
FOR FILING

113-1110

7414

January 7, 1972

The Travelers Indemnity Company
Fidelity & Surety Department
700 Main Street
Hartford, Connecticut 06108

Gentlemen:

On November 1, 1971, we wrote to you concerning release of final payment on Contract No. 7414 awarded to Babler Bros., Inc., for work on the Burns-Lawen Section of the Steens Highway in Harney County.

Final payment on this contract is $752 and the total contract amount is $883,022.27, including $3,735.63 for work performed under force account.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
cc Babler Bros., Inc.
6617 S. E. Milwaukie Avenue
Portland, Oregon 97202

bc Frank Morgan
Walt Hart
V. E. Skoog
Attn: John Herr
Wendell Schwartz

RECEIVED
DEC 1 - 1971
FOR FILING

113-1110
7414

Salem, Oregon
December 1, 1971

F. D. Morgan
Construction Engineer

Burns-Lawen Section
Steens Highway
Contract 7414

BUILDING

Returned herewith is your file on the subject project, including an Order for State Force Work in the amount of $20,000 to provide for flaring the guard-rail at 17 structures.

The Order for State Force Work is returned unapproved and it is requested that you so advise the Region.

A. E. Johnson
Assistant State Highway Engineer

AEJ:ja

Attachment

cc R. L. Porter
Tom Edwards
F. B. Klaboe

Burns-Lawen (7414)

Paid Contractor	882,270.27
Rtge (*2,000)	2,000.00
Less PA penalty	-1,248.00
{ State Force Orders	8,995.74
{ Addt'l SFO (estimated)	27,000.00
{ Engineering (on books)	73,692.09
{ Addt'l Engrg (estimated)	3,000.00
	995,710 —

Proj. Authoriz.	$1,046,972.23	Cushion 51,000
+ 5%	1,099,320 —	104,000

Final 11/19

Major SFO

1. Cal. Pac Utilities	18,272	No charges on books yet
2 Seeding	3,720	
3 Mulching	5,580	

$41,000 contingency was not used. Several bid items under-ran. Authorization status shown on order is fairly accurate. Project would still under-run if the $20,000 S.F.O. is approved. No guard rail in bid items. J. Bond

FORM E-20

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
November 15, 1971

SUBJECT: Burns - Lawen
Steens Highway
Contract 7414

To: Mr. F. D. Morgan
Construction Engineer
Salem, OR

We are submitting State Force Order No. 10 on the subject section. This is to provide for an order so that the guard rail on the bridges on this section can be revised to provide for a flare at the bridge approaches.

There are 17 structures on this section, some of which have road approaches very close to the end and these installations of radius rail will be installed to achieve the flare. By flaring the rail to the current structures, we feel that a much safer installation to the motoring public will be achieved, and will eliminate the hazard now existing.

Your approval of this force order is recommended.

H. S. Coulter
Regional Engineer

By

Alfred Shirley, Jr.
Regional Construction Engineer

ASJ/bv

Routing

Morgan
Decker
Bond
Walker
Doctune
Johnson

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NOV 17 1971
CONSTRUCTION
DIVISION

Peace
Swan
Glenn
Litchfield
Gallagher
Stein

RECEIVED
NOV 2 - 1971
FOR FILING

113-1110

7414

November 1, 1971

The Travelers Indemnity Company
700 Main Street
Hartford, Connecticut 06108

Gentlemen:

Contract No. 7414 awarded to Babler Bros., Inc., for work on the Burns-Laven Section of the Steens Highway in Harney County was completed on August 30, 1971, and accepted by the Highway Commission on October 27, 1971.

Final payment will be released to the contractor as soon as payment processing can be completed, but not before November 6, 1971.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Emery, Secretary
OREGON STATE HIGHWAY COMMISSION

fhm

cc Babler Bros., Inc.
4617 S. E. Milwaukie Ave.
Portland, Oregon 97202

Frank Morgan
Ivan Merchant
V. E. Skaug
Attn: John Herr
H. S. Coulter

RECEIVED
NOV 2 - 1971
FOR FILING

113-1110
7414

October 29, 1971

Oregon State Highway Commission

Gentlemen:

Work was completed August 30, 1971 on Contract No. 7414. The contract was with Bubler Bros. Inc. and was for grading, paving and a structure on the Burns-Lawen Section of the Steens Highway in Harney County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective October 27, 1971, and that you concur in this procedure at the Commission meeting on November 30, 1971.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

R. L. Porter
State Highway Engineer

VG:alc

cc: Floyd Query
Tom Edwards
A. E. Johnson
G. L. Sund
F. D. Morgan
I. D. Merchant
V. E. Skoog
H. S. Cox
Regional Engineer H. S. Coulter

113-1110 7414

FORM E-1 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Burns - Lawen		WEEK ENDING: October 2, 1971
		SECTION PREFIX: 113-1110
HIGHWAY: Steens		COUNTY: Harney
NAME OF JOB: Burns - Lawen	KIND OF WORK: Grading, Paving and Structures	
CONTRACTOR: Babler Bros., Inc.	CONTRACT NUMBER: 7414	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: June 12, 1970	DATE WORK STARTED: July 6, 1970	ESTIMATED COMPLETION DATE: Aug. 30, 1971
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS: 300 calendar	WORK DAYS USED: 298 calendar
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
PROJECT AUTHORIZATION: $1,046,972.23	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 99
EXCLUSIVE OF ENGINEERING: $963,952.41	ENGINEERING AUTHORIZATION: $83,019.82	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $995,378.76	this week: 150.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 95
ESTIMATED PERCENT: OVERRUN / UNDERRUN ____%	ENGINEERING COST TO DATE: $72,000.00	DATE PROJECT WAS COMPLETED:
	PERCENT OF AUTHORIZATION: 87%	

Semi-final submitted Sept. 30, 1971

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100	100	100		

	GRADING	SURFACING	MAINTENANCE MATEPIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	6.98	6.98			7.15
MILES PARTIALLY COMPLETED	6.98	6.98			7.15
MILES COMPLETED	6.98	6.98			7.15
TOTAL ESTIMATED QUANTITIES (CONTRACT)	48,250	40,040			31,250
TOTAL QUANTITIES CORRECTED TO DATE	29,900	46,600			31,305
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	29,900	46,600			31,305
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	3522A	7129A	3523A	3582A	thru	3593A	6834A	3595A
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY
SUNDAY	Cloudy - cool		
MONDAY	" "		
TUESDAY	Lt rain showers		
WEDNESDAY	" " "		
THURSDAY	Cloudy - cool		
FRIDAY	" "		
SATURDAY			

CAUSE OF DELAY

Morgan ___ Routing ___
Decker ___ Pease ___
Bond ___ Swan ___
Walker ___ Glenn ___
Boehme ___ Litchfield ___
Johnsen ___ Gallagher ___
___ Stein ___

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OCT 4 1971
CONSTRUCTION DIVISION

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	Contractor completed removal of equipment from jobsite.
TUESDAY	No activity.
WEDNESDAY	No activity.
THURSDAY	No activity.
FRIDAY	No activity.
SATURDAY	

REMARKS

Semi-final submitted September 30, 1971, This is last Field Engineer's Weekly report.

SIGNED D.W. Greene, Res. Engr. LOCATION John Day

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED. SUBMIT 3 COPIES.

SP*F216

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JUN 17 1970
FOR FILING

113-1110
7414

June 16, 1970

Bahler Bros., Inc.
4617 S. E. Milwaukie Ave.
Portland, Oregon 97202

Gentlemen:

Enclosed are three copies of Contract No. 7414 for $899,242.90 awarded to you by the State Highway Commission on June 12, 1970. This contract is for grading, paving, and structure on the Burns-Iaaen Section of the Steens Highway in Harney County.

Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar workday count on this contract will begin June 27, 1970.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Assistant Secretary

fkm
Encl.
cc Frank Morgan
D. J. Barbee
I. D. Merchant
H. S. Coulter
D. W. Greene

I-5-1(72)	Rock Point-Seven Oaks Sec.	1970
36	of Pacific Hwy. (Grad., pav.,	
#7415	guardrail & sign.)	

FORM E-80 (REV. 10-60)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

7415 | Salem, Oregon
April 26, 1973

To: A. Shirley Jr.
Region Engineer
P. O. Box 1128
Roseburg, Oregon 97470

SUBJECT: Asphaltic Concrete Raveling on Rock Point - Seven Oaks Overlay
1971 Contract #7415
Reference: Core Test Reports #72-2883-98 with J. E. Wilson's Letter dated Feb. 9, 1973

Tests have been completed on asphaltic concrete cores sampled from localized areas of raveled pavement on subject project. Enclosed are test reports #73-4937-44 for cores sampled February 14 and #73-8015-8 for cores sampled March 28. The results of tests made on cores sampled January 24 were reported on February 9, 1973.

The cores sampled February 14 have been tested for gradation, asphalt content and penetration of the recovered asphalt. Asphalt content of the wearing surface is 0.1 to 0.8 percent higher than the design. Five of the eight samples tested have a high percentage of #10-0 material which is slightly outside the mix design tolerance. These test results and those reported in the referenced reports do not indicate a condition which would result in pavement raveling.

Index of Retained Strength and asphalt ductility tests have been made on the March 28th samples. Asphalt-aggregate adhesion of the mix is well above the specified 70 percent minimum IRS value. Ductility and penetration of the asphalt does not indicate a brittle condition.

Since tests made on cores sampled adjacent to the raveled areas do not indicate a reason for the problem, we inspected the pavement on April 17. It is our opinion that the condition has resulted from a combination of factors. The raveling is in a line of segregated coarse aggregate which probably resulted from the KoCal machine not picking up segregated material along the windrow edge or at the end of a load. This construction condition along with the use of soft coarse aggregate from the Bear Cr.-Rogue River source results in fracture or breakup of aggregate during rolling. The broken aggregate without binder between the particles is subject to raveling by traffic

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APR 27 1973
Office of
Assistant State Highway Engineer

K

BP 32470-734

or the freezing action of water in the resulting voids. It has been reported by the California Division of Highways that they have experienced surface raveling from over rolling with vibratory compactors and that the condition is worse with less than two inch lift thickness and when poorer quality aggregates are used.

We are in the process of establishing an AASHO T-112 friable particle limit specification for asphaltic concrete coarse aggregate. This control of coarse aggregate quality along with the use of Nuclear Gauge density tests to establish rolling patterns during construction should prevent a re-occurance of the ravelling condition.

JOHN C. JENKINS
Engineer of Materials & Research

By

J. E. WILSON, Jr.
Asst. Engineer of Materials
and Research

Enclosures

JEW:eb

cc: M. S. Coulter
E. S. Hunter
C. T. Keasey
J. H. Walker
B. E. Brown
E. Parker
G. Boyle

Form E-84—606—1-68

OREGON STATE HIGHWAY DEPARTMENT
MATERIALS DIVISION LABORATORY RECORD

Bituminous Mixture

Laboratory No. 73-4937
Data Sheet No. AG2232
Prefix 615-4435-104
Amount Charge $28.00
Dept. Invoice No.
Date Received Feb. 15, 1973
Date Reported April 26, 1973

Project Rock Point - Seven Oaks
Highway Pacific No.
Contractor or Foreman No.
Submitted by Elliott Parker
Sampled by Don Peterson

TEST RESULTS

Sample No. 1-T

Type A/C
Kind of mixture B-Top
Brand of asphaltic cement
Grade
Location by mile
Station 380
Lanes direction N.B.
Lane Right
Wheel track
Date laid Avg. thickness
Date sampled Feb. 14, 1973
Weather

Retained On	% Single Sieve
1"	
¾"	0.0
½"	7.0
¼"	24.5
No. 4	9.2
No. 10	20.2
No. 40	18.9
No. 80	4.6
No. 200	3.4
Pass No. 200	5.4
A.C.	6.8
Total	100.0

CORE SAMPLE

Bulk Sp. Gr. in place
Bulk Sp. Gr. recompacted
% realtive compaction
Real Sp. Gr.
% voids after recompaction
V. M. A.
Thickness in place field tested lab tested

Remarks: Penetration of Reclaimed Asphalt - 29

REPORT TO:
- O Bureau of Public Roads
- X O Construction Engineer
- O Maintenance Engineer
- O Bridge Engineer
- O Requisition Office
- X O Division Engineer Shirley
- X O Resident Engineer B. E. Brown
- O Dist. Maint. Supt.
- O Foreman
- O Inspector
- O Geologist
- X O Files X E. Parker
- X J. H. Walker X G. Boyle

Tested by
Checked by Walter E. Jackson

Form S-50—624—1-61

OREGON STATE HIGHWAY DEPARTMENT
MATERIALS DIVISION LABORATORY RECORD

Bituminous Mixture

Laboratory No. 73-4938
Data Sheet No. A62232
Prefix 615-4435-104
Amount Charge $28.00
Dept. Invoice No.
Date Received Feb. 15, 1973
Date Reported April 26, 1973

Project Rock Point - Seven Oaks
Highway Pacific No.
Contractor or Foreman No.
Submitted by Elliott Parker
Sampled by Don Peterson

Sample No. 1-B

TEST RESULTS

Type A/C
Kind of mixture B-Base
Brand of asphaltic cement
Grade
Location by mile
Station 380
Lanes direction N.B.
Lane Right
Wheel track
Date laid Avg. thickness
Date sampled Feb. 14, 1973
Weather

Retained On	% Single Sieve
1"	
¾"	0.0
½"	5.5
¼"	18.6
No. 4	9.7
No. 10	22.6
No. 40	20.0
No. 80	5.2
No. 200	4.2
Pass No. 200	7.6
A.C.	6.6
Total	100.0

CORE SAMPLE

Bulk Sp. Gr. in place
Bulk Sp. Gr. recompacted
% realtive compaction
Real Sp. Gr.
% voids after recompaction
V. M. A.
Thickness in place field tested lab tested

Remarks: Penetration of Reclaimed Asphalt - 34

REPORT TO:
- O Bureau of Public Roads
- X O Construction Engineer
- O Maintenance Engineer
- O Bridge Engineer
- O Requisition Office
- X O Division Engineer Shirley
- X O Resident Engineer B. E. Brown
- O Dist. Maint. Supt.
- O Foreman
- O Inspector
- O Geologist
- X O Files X E. Parker
- X J. H. Walker X G. Boyle

Tested by
Checked by John C. Jenkins

Form E-84—654—1-63

OREGON STATE HIGHWAY DEPARTMENT
MATERIALS DIVISION LABORATORY RECORD

Bituminous Mixture

Laboratory No. 73-4939
Data Sheet No. A62232
Prefix 615-4435-104
Amount Charge $28.00
Dept. Invoice No.
Date Received Feb. 15, 1973
Date Reported April 26, 1973

Project Rock Point - Seven Oaks
Highway Pacific No.
Contractor or Foreman No.
Submitted by Elliott Parker
Sampled by Don Peterson

TEST RESULTS Sample No. 2-T

Type A/C
Kind of mixture B-Top
Brand of asphaltic cement
Grade
Location by mile
Station 120
Lanes direction N.B.
Lane Right
Wheel track
Date laid Avg. thickness
Date sampled Feb. 14, 1973
Weather

	Retained On	% Single Sieve
	1"	
	¾"	0.0
	½"	6.7
	¼"	26.9
No.	4	9.4
No.	10	20.0
No.	40	17.4
No.	80	4.3
No.	200	3.6
Pass No. 200		5.5
A.C.		6.2
Total		100.0

CORE SAMPLE

Bulk Sp. Gr. in place
Bulk Sp. Gr. recompacted
% realtive compaction
Real Sp. Gr.
% voids after recompaction
V. M. A.
Thickness in place field tested lab tested

Remarks: Penetration of Reclaimed Asphalt - 34

REPORT TO:
- O Bureau of Public Roads
- X O Construction Engineer
- O Maintenance Engineer
- O Bridge Engineer
- O Requisition Office
- X O Division Engineer Shirley
- X O Resident Engineer B. E. Brown
- O Dist. Maint. Supt.
- O Foreman
- O Inspector
- O Geologist
- X O Files X E. Parker
- X J. H. Walker X G. Boyle

Tested by
Checked by John C. Jackson

Form E-50—656—1-68

OREGON STATE HIGHWAY DEPARTMENT
MATERIALS DIVISION LABORATORY RECORD

Bituminous Mixture

Laboratory No. 73-4940
Project Rock Point - Seven Oaks — Data Sheet No. A62232
Highway Pacific — No. — Prefix 615-4435-104
Contractor or Foreman — No. — Amount Charge $28.00
Submitted by Elliott Parker — Dept. Invoice No.
Sampled by Don Peterson — Date Received Feb. 15, 1973
TEST RESULTS — Sample No. 2-B — Date Reported April 26, 1973

Type A/C
Kind of mixture B-Base
Brand of asphaltic cement
Grade
Location by mile
Station 120
Lanes direction N.B.
Lane Right
Wheel track
Date laid — Avg. thickness
Date sampled Feb. 14, 1973
Weather

	Retained On	Single Sieve
1"		
¾"		0.0
½"		12.5
¼"		25.1
No. 4		7.7
No. 10		17.4
No. 40		15.9
No. 80		4.8
No. 200		3.9
Pass No. 200		6.8
A.C.		5.9
Total		100.0

CORE SAMPLE

Bulk Sp. Gr. in place
Bulk Sp. Gr. recompacted
% realtive compaction
Real Sp. Gr.
% voids after recompaction
V. M. A.
Thickness in place — field tested — lab tested

Remarks: Penetration of Reclaimed Asphalt - 33

REPORT TO:
- O Bureau of Public Roads
- X O Construction Engineer
- O Maintenance Engineer
- O Bridge Engineer
- O Requisition Office
- X O Division Engineer Shirley
- X O Resident Engineer B. E. Brown
- O Dist. Maint. Supt.
- O Foreman
- O Inspector
- O Geologist
- X O Files X E. Parker
- X J. H. Walker X G. Boyle

Tested by
Checked by Justin C. Jackson

Form E-58—684—1-68

OREGON STATE HIGHWAY DEPARTMENT
MATERIALS DIVISION LABORATORY RECORD

Bituminous Mixture

Laboratory No. 73-4941
Data Sheet No. A62232
Prefix 615-4435-104
Amount Charge $28.00
Dept. Invoice No.
Date Received Feb. 15, 1973
Date Reported April 26, 1973

Project Rock Point - Seven Oaks
Highway Pacific No.
Contractor or Foreman No.
Submitted by Elliott Parker
Sampled by Don Peterson

TEST RESULTS

Sample No. 3-T

Type A/C
Kind of mixture B-Top
Brand of asphaltic cement
Grade
Location by mile
Station 75
Lanes direction S.B.
Lane Right
Wheel track
Date laid Avg. thickness
Date sampled Feb. 14, 1973
Weather

Retained On	% Single Sieve
1"	
¾"	0.0
½"	12.8
¼"	25.1
No. 4	10.3
No. 10	20.2
No. 40	14.2
No. 80	3.2
No. 200	2.6
Pass No. 200	5.0
A.C.	6.6
Total	100.0

CORE SAMPLE

Bulk Sp. Gr. in place
Bulk Sp. Gr. recompacted
% realtive compaction
Real Sp. Gr.
% voids after recompaction
V. M. A.
Thickness in place field tested lab tested

Remarks: Penetration of Reclaimed Asphalt - 23

REPORT TO:
- O Bureau of Public Roads
- X O Construction Engineer
- O Maintenance Engineer
- O Bridge Engineer
- O Requisition Office
- X O Division Engineer Shirley
- X O Resident Engineer B. E. Brown
- O Dist. Maint. Supt.
- O Foreman
- O Inspector
- O Geologist
- X O Files X E. Parker
- X J. H. Walker X G. Boyle

Tested by
Checked by John C. Jenkins

Form B-56-426-1-68

OREGON STATE HIGHWAY DEPARTMENT
MATERIALS DIVISION LABORATORY RECORD

Bituminous Mixture

Laboratory No. 73-4942

Project Rock Point - Seven Oaks — Data Sheet No. A62232

Highway Pacific — No. — Prefix 615-4435-104

Contractor or Foreman — No. — Amount Charge $28.00

Submitted by Elliott Parker — Dept. Invoice No.

Sampled by Don Peterson — Date Received Feb. 15, 1973

TEST RESULTS — Sample No. 3-B — Date Reported April 26, 1973

Type A/C

Kind of mixture B-Base

Brand of asphaltic cement

Grade

Location by mile

Station 75

Lanes direction S.B.

Lane Right

Wheel track

Date laid — Avg. thickness

Date sampled Feb. 14, 1973

Weather

	Retained On	% Single Sieve
1"		
¾"		0.0
½"		13.2
¼"		21.4
No. 4		8.3
No. 10		18.7
No. 40		17.3
No. 80		4.5
No. 200		3.4
Pass No. 200		6.5
A.C.		6.7
Total		100.0

CORE SAMPLE

Bulk Sp. Gr. in place

Bulk Sp. Gr. recompacted

% realtive compaction

Real Sp. Gr.

% voids after recompaction

V. M. A.

Thickness in place — field tested — lab tested

Remarks: Penetration of Reclaimed Asphalt - 27

REPORT TO:

- O Bureau of Public Roads
- X O Construction Engineer
- O Maintenance Engineer
- O Bridge Engineer
- O Requisition Office
- X O Division Engineer Shirley
- X O Resident Engineer B. E. Brown
- O Dist. Maint. Supt.
- O Foreman
- O Inspector
- O Geologist
- X O Files X E. Parker
- X J. H. Walker X G. Boyle

Tested by

Checked by John C. Jackson

Form E-16—652—1-68

OREGON STATE HIGHWAY DEPARTMENT
MATERIALS DIVISION LABORATORY RECORD

Bituminous Mixture

Laboratory No. 73-4943
Data Sheet No. A62232
Prefix 615-4435-104
Amount Charge $28.00
Dept. Invoice No.
Date Received Feb. 15, 1973
Date Reported April 26, 1973

Project Rock Point - Seven Oaks
Highway Pacific No.
Contractor or Foreman No.
Submitted by Elliott Parker
Sampled by Don Peterson

Sample No. 5-T

TEST RESULTS

Type A/C
Kind of mixture B-Top
Brand of asphaltic cement
Grade
Location by mile
Station 277
Lanes direction S.B.
Lane Right
Wheel track
Date laid Avg. thickness
Date sampled Feb. 14, 1973
Weather

	Retained On	% Single Sieve
1"		
¾"		0.0
½"		9.4
⅜"		23.0
No. 4		11.7
No. 10		21.0
No. 40		15.5
No. 80		4.0
No. 200		3.4
Pass No. 200		5.9
A.C.		6.1
Total		100.0

CORE SAMPLE

Bulk Sp. Gr. in place
Bulk Sp. Gr. recompacted
% realtive compaction
Real Sp. Gr.
% voids after recompaction
V. M. A.
Thickness in place field tested lab tested
Remarks: Penetration of Reclaimed Asphalt - 33

REPORT TO:
O Bureau of Public Roads
X O Construction Engineer
O Maintenance Engineer
O Bridge Engineer
O Requisition Office
X O Division Engineer Shirley
X O Resident Engineer B. E. Brown
O Dist. Maint. Supt.
O Foreman
O Inspector
O Geologist
X O Files X E. Parker
X J. H. Walker X G. Boyle

Tested by
Checked by John C. Jackson

Form 2-56--656--1-68

OREGON STATE HIGHWAY DEPARTMENT
MATERIALS DIVISION LABORATORY RECORD

Bituminous Mixture

Laboratory No. 73-4944
Data Sheet No. A62232
Prefix 615-4435-104
Amount Charge $28.00
Dept. Invoice No.
Date Received Feb. 15, 1973
Date Reported April 26, 1973

Project Rock Point - Seven Oaks
Highway Pacific No.
Contractor or Foreman No.
Submitted by Elliott Parker
Sampled by Don Peterson
Sample No. 5-B

TEST RESULTS

Type A/C
Kind of mixture B-Base
Brand of asphaltic cement
Grade
Location by mile
Station 277
Lanes direction S.B.
Lane Right
Wheel track
Date laid Avg. thickness
Date sampled Feb. 14, 1973
Weather

Retained On	% Single Sieve
1"	
¾"	0.0
½"	16.8
¼"	25.7
No. 4	7.8
No. 10	15.2
No. 40	14.7
No. 80	4.3
No. 200	3.8
Pass No. 200	6.0
A.C.	5.7
Total	100.0

CORE SAMPLE

Bulk Sp. Gr. in place
Bulk Sp. Gr. recompacted
% realtive compaction
Real Sp. Gr.
% voids after recompaction
V. M. A.
Thickness in place field tested lab tested

Remarks: Penatration of Reclaimed Asphalt - 36

REPORT TO:
O Bureau of Public Roads
X O Construction Engineer
O Maintenance Engineer
O Bridge Engineer
O Requisition Office
X O Division Engineer Shirley
X O Resident Engineer B. E. Brown
O Dist. Maint. Supt.
O Foreman
O Inspector
O Geologist
X O Files X E. Parker
X J. H. Walker X G. Boyle

Tested by
Checked by John C. Jenkins

Form E-56—GM—1-68

OREGON STATE HIGHWAY DEPARTMENT
MATERIALS DIVISION LABORATORY RECORD

Bituminous Mixture

Laboratory No. 73-8015
Data Sheet No. A62245
Prefix 615-4435-104
Amount Charge $42.00
Dept. Invoice No.
Date Received March 30, 1973
Date Reported April 26, 1973

Project Rock Point - Seven Oaks
Highway Pacific No.
Contractor or Foreman No.
Submitted by Elliott Parker
Sampled by Don Paterson

TEST RESULTS

Sample No.

Type A/C
Kind of mixture B-Top
Brand of asphaltic cement
Grade
Location by mile
Station 375
Lanes direction N. B.
Lane
Wheel track
Date laid Avg. thickness
Date sampled March 28, 1973
Weather

Retained On	% Single Sieve
1"	
¾"	
½"	
⅜"	
No. 4	
No. 10	
No. 40	
No. 80	
No. 200	
Pass No. 200	
A.C.	
Total	100.0

CORE SAMPLE

Bulk Sp. Gr. in place
Bulk Sp. Gr. recompacted

Modified - AASHO - T-165
Unconfined Compressive Strength(Dry-PSI) - 254
Unconfined Compressive Strength (Wet-PSI) - 208
Index of Retained Strength (%) - 82

Thickness in place field tested lab tested

Remarks: Reclaimed Asphalt Penetration - 33, Ductility - 150+

REPORT TO:
- O Bureau of Public Roads
- X O Construction Engineer
- O Maintenance Engineer
- O Bridge Engineer
- O Requisition Office
- X O Division Engineer Shirley
- X O Resident Engineer B. E. Brown
- O Dist. Maint. Supt.
- O Foreman
- O Inspector
- O Geologist
- X O Files X E. Parker
- X J. H. Walker X G. Boyle

Tested by

Checked by Dorothy C. Jardine

Form [illegible]

OREGON STATE HIGHWAY DEPARTMENT
MATERIALS DIVISION LABORATORY RECORD

Bituminous Mixture

Laboratory No. 73-8016
Data Sheet No. A62245
Prefix 615-4435-104
Amount Charge $42.00
Dept. Invoice No.
Date Received March 30, 1973
Date Reported April 26, 1973

Project Rock Point - Seven Oaks
Highway Pacific No.
Contractor or Foreman No.
Submitted by Elliott Parker
Sampled by Don Peterson

TEST RESULTS

Sample No.

Type A/C
Kind of mixture B-Top
Brand of asphaltic cement
Grade
Location by mile
Station 123
Lanes direction N.B.
Lane
Wheel track
Date laid Avg. thickness
Date sampled March 28, 1973
Weather

Retained On	% Single Sieve
1"	
¾"	
½"	
¼"	
No. 4	
No. 10	
No. 40	
No. 80	
No. 200	
Pass No. 200	
A.C.	
Total	100.0

CORE SAMPLE

Bulk Sp. Gr. in place
Bulk Sp. Gr. recompacted

Modified - AASHO - T-165
Unconfined Compressive Strength(Dry-PSI) - 244
Unconfined Compressive Strength (Wet-PSI) -244
Index of Retained Strength (%) -100

Thickness in place field tested lab tested

Remarks: Reclaimed Asphalt Penetration - 33, Ductility - 150+

REPORT TO:
- O Bureau of Public Roads
- XO Construction Engineer
- O Maintenance Engineer
- O Bridge Engineer
- O Requisition Office
- XO Division Engineer Shirley
- XO Resident Engineer B. E. Brown
- O Dist. Maint. Supt.
- O Foreman
- O Inspector
- O Geologist
- XO Files X E. Parker
- X J. H. Walker X G. Boyle

Tested by
Checked by John C. Jenkins

Form 8-66-132-1-68

OREGON STATE HIGHWAY DEPARTMENT
MATERIALS DIVISION LABORATORY RECORD

Bituminous Mixture

Laboratory No. 73-8017
Data Sheet No. A62245
Prefix 615-4435-104
Amount Charge $42.00
Dept. Invoice No.
Date Received March 30, 1973
Date Reported April 26, 1973

Project Rock Point - Seven Oaks
Highway Pacific No.
Contractor or Foreman No.
Submitted by Elliott Parker
Sampled by Don Peterson

TEST RESULTS

Sample No.

Type A/C
Kind of mixture B-Top
Brand of asphaltic cement
Grade
Location by mile
Station 75
Lanes direction S.B.
Lane
Wheel track
Date laid Avg. thickness
Date sampled March 28, 1973
Weather

Retained On	% Single Sieve
1"	
¾"	
½"	
¼"	
No. 4	
No. 10	
No. 40	
No. 80	
No. 200	
Pass No. 200	
A.C.	
Total	100.0

CORE SAMPLE

Bulk Sp. Gr. in place
Bulk Sp. Gr. recompacted

Modified - AASHO - T-165
Unconfined Compressive Strength(Dry-PSI) - 258
Unconfined Compressive Strength (Wet-PSI) - 310
Index of Retained Strength (%) - 120

Thickness in place field tested lab tested

Remarks: Reclaimed Asphalt Penetration - 29, Ductility - 150+

REPORT TO:
- O Bureau of Public Roads
- X O Construction Engineer
- O Maintenance Engineer
- O Bridge Engineer
- O Requisition Office
- X O Division Engineer Shirley
- X O Resident Engineer B. E. Brown
- O Dist. Maint. Supt.
- O Foreman
- O Inspector
- O Geologist
- X O Files X E. Parker
- X J. H. Walker X G. Boyle

Tested by

Checked by Justin C. Jenkins

Form 2-96-684-1-68

OREGON STATE HIGHWAY DEPARTMENT
MATERIALS DIVISION LABORATORY RECORD

Bituminous Mixture

Laboratory No. 73-8018
Data Sheet No. A62245
Prefix 615-4435-104
Amount Charge $42.00
Dept. Invoice No.
Date Received March 30, 1973
Date Reported April 26, 1973

Project Rock Point - Seven Oaks
Highway Pacific No.
Contractor or Foreman No.
Submitted by Elliott Parker
Sampled by Don Peterson

TEST RESULTS Sample No.

Type A/C
Kind of mixture B-Top
Brand of asphaltic cement
Grade
Location by mile
Station 366
Lanes direction S.B.
Lane
Wheel track
Date laid Avg. thickness
Date sampled March 28, 1973
Weather

Retained On	% Single Sieve
1"	
¾"	
½"	
¼"	
No. 4	
No. 10	
No. 40	
No. 80	
No. 200	
Pass No. 200	
A.C.	
Total	100.0

CORE SAMPLE

Bulk Sp. Gr. in place
Bulk Sp. Gr. recompacted

Modified - AASHO - T-165
Unconfined Compressive Strength(Dry-PSI) - 265
Unconfined Compressive Strength (Wet-PSI) - 275
Index of Retained Strength (%) - 104

Thickness in place field tested lab tested

Remarks: Reclaimed Asphalt Penetration - 33, Ductility - 150+

REPORT TO:
- O Bureau of Public Roads
- X O Construction Engineer
- O Maintenance Engineer
- O Bridge Engineer
- O Requisition Office
- X O Division Engineer Shirley
- X O Resident Engineer B. E. Brown
- O Dist. Maint. Supt.
- O Foreman
- O Inspector
- O Geologist
- X O Files X E. Parker
- X J. H. Walker X G. Boyle

Tested by
Checked by John C. Jantzen

RECEIVED
FOR FILING

I-5-1(72)36
1415

February 2, 1972

The Aetna Casualty and Surety Co.
Bond Department
1200 S. W. 12th
Portland, Oregon 97205

Gentlemen:

On January 3, 1972, we wrote to you concerning the final payment on Contract No. 7413 awarded to Peter Kiewit Sons' Company for work on Rock Point-Seven Oaks Section of the Pacific Highway in Jackson County.

The final payment amount on this contract has been revised to $6,514.90 and the revised total contract amount is $1,725,661.09 including $24,454.32 for work performed under force account.

Very truly yours,

Floyd Omery, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc Peter Kiewit Sons' Co.
215 S. "F" St.
Vancouver, Washington 98663

Frank Morgan
Walt Hart
V. E. Skoog
Attn: John Kerr
James Versteeg

STATE COPY

2-1-72

RECEIVED
FEB 14 1972
cc: OSHD (Johnson)
FOR FILING
Wash DC

Area Engr Riedl

FINAL ACCEPTANCE REPORT
(PPM 20-6.1)

U. S. DEPARTMENT OF TRANSPORTATION
Federal Highway Administration
Bureau of Public Roads

I-5-1(72)36
10-7445

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	7	Jackson	Oregon
DATE OF REPORT	**REPORT MADE BY**		**PROJECT NO.**
2-1-72	Crawford Jencks, Hwy Engr Trainee		I-5-1(72)36
COMPLETION DATE	**ACCEPTANCE DATE BY CONTRACT AGENCY**	**TIME ELAPSED**	**CONTRACT TIME**
8-11-71	12-21-71	108 %	300 days
APPROVED EXTENSIONS	**LOCATION**		
21 days	Begins 1 mile west of Gold Hill then proceeds easterly 7.48 miles to the Seven		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.
Compliance reviews made indicate that all applicable contract requirements relative to wage rates, payroll submissions, and labor provisions have been met.

There is compliance with section 1.23 of the Regulations pertaining to encroachment on the right-of-way.

COPY SENT

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

FEB 10 1972

REGIONAL OFFICE

ROCK POINT - SEVEN OAKS SECTION
PACIFIC HIGHWAY
Grading, Paving, Guardrail and Signing

The project work consisted at flattening slopes, reconstructing guardrail and median barrier and placing 7.48 miles of aggregate base and asphalt concrete pavement.

The contract time overran by 21 days. Since this time was approved no liquidated damages were assessed.

The contractor was assessed $933 for non-specification gradation and/or asphalt content of his asphalt concrete. A penalty of $3600 was assessed for non-compliance with the Relative Compaction Specifications. (Situation mentioned in preceeding reports.) The assessed values were deducted from payment due contractor.

The project underran by 0.2%. Information on overruns and underruns are on file in the Division office.

2-14-72
RETURNED TO
BY DEPUTY STATE HIGHWAY ENGINEER

RECEIVED
STATE OF
ENGINEER

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY BUREAU OF PUBLIC ROADS	
SIGNATURE		**SIGNATURE**	
P. V. Riedl		R. E. Simpson	
TITLE	**DATE**	**TITLE**	**DATE**
Area Engineer	2-1-72	Division Engineer	2-8-72

Form PR 33-E (Rev. 7-70) EXISTING STOCKS OF FORM PR 33-E (Rev. 3-68) WILL BE USED.

RECEIVED
DEC 27 1971
FOR FILING

I-5-1(72)36
7415

December 23, 1971

Oregon State Highway Commission

Gentlemen:

Work was completed August 11, 1971 on Contract No. 7415. The contract was with Foster Kinnit Sons' Co. and was for grading, paving, guardrail and signing on the Rock Point-Seven Oaks Section of the Pacific Highway in Jackson County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective December 21, 1971, and that you concur in this procedure at the Commission meeting on January 11, 1972.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

R. L. Porter
State Highway Engineer

VC:js

cc: Floyd Quarry
Tom Edwards
A. E. Johnson
G. L. Sund
F. D. Morgan
I. D. Merchant
V. E. Shoog
H. S. Cox
C. T. Kenney

RECEIVED
OCT 29 1971
FOR FILING

I-5-1(72)36

7415

Salem, Oregon
October 28, 1971

Interstate Overlay Projects

Mr. F. B. Klaboe
Assistant State Highway Engineer

B U I L D I N G

The following interstate projects, showing schedule status, have been correlated with Mr. Bothman's list of needed overlay, and the results are as follows:

I-5	Pacific	(Maint. Sec., Willamette River-Crosby Rd.)	
		Hubbard Intchge.-Woodburn Intchge.	Scheduled 1-27-72
I-5	Pacific	(Maint. Sec., N.C.L. Salem-Boone Rd.)	
		Hayesville Intchge.-Battle Creek	Scheduled 6-29-72
I-5	Pacific	(Maint. Sec., Sand Ridge Rd.-Boston Mill Rd.)	
		N. Albany Intchge.-Halsey Intchge.	Not Scheduled, 1 Q/73
I-5	Pacific	(Maint. Sec., Calapooia Riv.-Linn-Lane Co. Line)	
		Halsey Intchge.-Lane Co. Line	Contract 7499, Awarded 11-2-70
I-5	Pacific	(Maint. Sec., Rock Point-Tolo Rd.)	
		Rock Point-Seven Oaks	Contract 7415, Awarded 6-12-70
		This project covered the north half of Maint. Sec., remainder listed in needs as sign, illum., safety, 4 Q/74.	
I-80N	Col. Riv.	(Maint. Sec., N.E. 122nd St.-Rooster Prk. Inter.)	
		Sandy River-Mult. Falls	Scheduled 12-16-71
		N.E. 122nd Ave.-N.E. 181st Ave.	Not Scheduled, 6 ln. 2 Q/73
		N.E. 181st Ave.-Sandy River	Not Scheduled, 4 ln. 2 Q/73

Attached is the overlay list Mr. Bothman referred.

L. H. Young
Program and Planning Engineer

Attachment

BLG:js

RECEIVED
NOV 8 - 1971
FOR FILING

I-5-1 (72) 36
7415

4i-1
10-19-71

October 26, 1971

Peter Kiewit Sons' Company
215 S. "F" Street
Vancouver, Washington 98663

Gentlemen:

The State Highway Commission at its meeting on October 19, 1971, granted your request for an extension of time of 21 days without assessment of liquidated damages on Contract No. 74.5 for work on the Rock Point-Seven Lake Section of the Pacific Highway in Jackson County.

Very truly yours,

Floyd Quary, Secretary
OREGON STATE HIGHWAY COMMISSION

cc W. D. Morgan
V. E. Skoog
C. T. Keaney
B. E. Brown
Federal Highway Administration

fkn:dr

E—250 (Rev.)—6M—8-66

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date September 8, 1971

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 300 days to 321 days, within which to complete our Contract No. 7415, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

1. Ditch Excavation Overran 85% or 920 CY
2. Embankment in Place " 55% or 20,680 CY
3. Trench Excavation " 28% or 680 CY
4. Topsoil in Place " 126% or 13,100 CY
5. Pipe and Inlet overran approx. 12%
6. Special Filter Mat'l " 138% or 1,674 CY in Drains
7. General Force Account Work of $6,085.00
8. Bridge Deck Water-proofing, Force Acct. 15,321.00

Respectfully submitted,

PETER KIEWIT SONS' CO.
Contractor

By Lealon V. Cassels

CONSENT OF SURETY

Date September 9, 1971

We, The Ætna Casualty and Surety Company

1201 S.W. 12th Avenue Portland, Oregon 97205, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Attorney-in-fact
Kenneth C. Kraig (SEAL)

Resident Agent

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7415 Contractor Peter Kiewit Sons. Co.

Highway Pacific

Section Rock Point-Seven Oaks

Kind of Work Grading, Paving, Guard Rail & Signing

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED**. The reasons for such recommendation are as follows:

Recommend 21-day extension because of force account work added to the contract.

Recommended for Approval:

Division Engineer

Construction Engineer or Bridge Engineer

Assistant State Highway Engineer

State Printing 3/69

Contract No.	7415
Project designation	I-5-1(72)36 State-Federal
Date awarded	June 12, 1970
Work started	June 26, 1970
Per cent completed	100% Aug. 11, 1971 Date
No. of Workdays Allowed	300
No. of Workdays Used	321
No. of Added Workdays Requested	21

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE: October 5, 1971

In reply refer to: 08-35-DB

FROM : R. . Simpson, Division Engineer
Salem, Oregon

SUBJECT: Rock Point - Seven Oaks Section
Pacific Highway
I-5-1(72)36

Your letter of September 28, 1971 requesting an extension of time on the subject project has been reviewed by this office.

The work identified in your letter as the major contributing cause of the delay in completing the work was the application of the membrane waterproofing on the Tolo overcrossing. This treatment was requested to be placed by this office on all structures in which repaving is to be performed.

Due to scheduling and the lateness in the contract time the contractor's work had to be revised to perform this operation. Thus we concur in your recommendation in extending the contract time by 21 days.

RECEIVED
OCT 7 1971
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

RCJ
cc: b. Comstock

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 910-222

RECEIVED
OCT 19 1971
FOR FILING

I-5-1(72)36
7415

October 12, 1971

Oregon State Highway Commission

Request for Extension of Time
No. 7
October 19, 1971 meeting

Gentlemen:

Peter Kiewit Sons' Company, contractor on the Rock Point-Seven Oaks Section of the Pacific Highway in Jackson County, Contract No. 7415, has requested a 21-day extension of the contract time citing quantity overruns on six bid items and force account work added to the contract.

We do not believe the quantity overruns cited give a complete picture of the original contract work as there are offsetting underruns. The project was completed August 11, 1971, with 21 days liquidated damages accrued at $200 per day.

One significant force account order was added very late. This was for removing the existing A.C. wearing surface and applying membrane waterproofing to the deck of the southbound structure over the railroad. The Federal Highway Administration has encouraged doing this on many concrete structures under construction this year. Work on the order started only two days before the contract time expired and then continued through the next three weeks. Repaving of the deck of the structure had to wait completion of the waterproofing. This was some of the last paving done and was a control in the late paving progress.

I recommend an extension of 21 days which will eliminate all liquidated damages. This was a Federal-aid Interstate project and we have the concurrence of the Federal Highway Administration.

This matter will be on the agenda for your consideration at the October 19 meeting.

Very truly yours,

R. L. Porter
State Highway Engineer

JAB:fw kw

cc Floyd Query
Tom Edwards
A. E. Johnson
Gary L. Sund
F. D. Morgan
L. H. Young
V. E. Skoog
C. T. Keasey

I-5-1(72)36
7415

FORM E-1 (REV. 12-66)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Rock Point - Seven Oaks		WEEK ENDING: October 2, 1971
		SECTION PREFIX: 615-1044
HIGHWAY: Pacific		COUNTY: Jackson
NAME OF JOB: Rock Point - Seven Oaks	KIND OF WORK: Grading, Paving, Guardrail, & Signing	
CONTRACTOR: Peter Kiewit Son's Co.	CONTRACT NUMBER: 7415	FEDERAL AID PROJECT NUMBER: I-5-1(72)36
DATE OF CONTRACT: June 12, 1970	DATE WORK STARTED: June 26, 1970	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK MEN: SUPERVISION	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS: 300	CALENDAR DAYS USED: 321
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 107
PROJECT AUTHORIZATION: $ 1,954,661.64		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $ 1,815,663.46	ENGINEERING AUTHORIZATION: $ 138,998.16	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 1,727,499.90	ENGINEERING COST TO DATE: $ 133,000.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 95
ESTIMATED PERCENT OVERRUN / UNDERRUN: ____ %	PERCENT OF AUTHORIZATION: 96 %	DATE PROJECT WAS COMPLETED: August 11, 1971

Semi-Final Estimate Will be Submitted Appr. 10-6-71

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	7.48	7.48			7.48
MILES PARTIALLY COMPLETED					
MILES COMPLETED	7.48	7.48			7.48
TOTAL ESTIMATED QUANTITIES (CONTRACT)	37,380	56,750			97,750
TOTAL QUANTITIES CORRECTED TO DATE	58,500	60,000			93,000
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	58,500	60,000			93,000
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Rain			
MONDAY	Rain			
TUESDAY	Rain			
WEDNESDAY	Rain			
THURSDAY	Rain			
FRIDAY	Clear			
SATURDAY	Clear			

Routing
Becker
Bond
Buehne
Johnsen

RECEIVED
OCT 5 1971
CONSTRUCTION DIVISION

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Simi-Final Estimate will be submitted to the Region Office the middle part of next week.

This will be the last weekly report on this project.

SIGNED B. E. Brown LOCATION Medford, Ore.

B. E. Brown

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

RECEIVED
SEP 29 1971
FOR FILES

I-5-1(72)36
7415

Contract #7415

September 28, 1971

Mr. R. E. Simpson, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, OR 97308

Dear Sir:

Re: Rock Point-Seven Oaks Section
Pacific Highway
Project No. I-5-1(72)36
Request for Time Extension

Peter Kiewit Sons' Company requests a 21-day extension of the contract time citing quantity overruns on six bid items and force account work added to the contract.

One significant force account order was added very late. This was for removing the existing A.C. wearing surface and applying membrane waterproofing to the deck of the southbound structure over the railroad (Tole Overcrossing). The order is dated June 9, or less than six weeks before the contract time expired. Work on the order started only two days before the contract time expired on July 21 and then continued through the next three weeks. The Resident Engineer noted in late July that the membrane work was progressing slowly due to the hot weather. The cost of this work was $15,285. Repaving of the overcrossing structure, of course, had to await completion of the waterproofing. This was some of the last paving done and apparently was a control in the late paving progress.

The contract was completed August 11 with 21 days liquidated damages accrued. We seek your concurrence in a 21-day extension of the contract time.

Very truly yours,

R. L. Porter
State Highway Engineer

By

A. E. Johnson
Assistant State Highway Engineer

cc R. L. Porter
Tom Edwards
F. D. Morgan
JAE:fw ms

FORM E-20

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

September 23, 1971

SUBJECT: Rock Point Seven Oaks Section
Contract No. 7415
Request for Time Extension

To:

Mr. A. E. Johnson
Assistant State Highway Engineer
BUILDING

Peter Kiewit Sons' Company requests a 21-day extension of the contract time citing quantity overruns on six bid items and force account work added to the contract.

We do not believe the quantity overruns cited give a complete picture of the original contract work. There are offsetting underruns so that the project is currently underrunning about five percent money-wise. The 300 calendar Work-days allowed expired July 21 at which time the contract was about 96 percent complete. It was actually completed August 11 with 21 days liquidated damages accrued at $200 per day for a total of $4,200.

One significant force account order was added very late. This was for removing the existing AC wearing surface and applying membrane waterproofing to the deck of the southbound structure over the railroad (Tolo Overcrossing). The order is dated June 9 or less than six weeks before the contract time expired. Work on the order started only 2 days before the contract time expired and then continued through the next three weeks. At one point in mid-July, the Resident Engineer noted that the membrane work was progressing slowly due to the hot weather. The cost of this work was $15,285. Re-paving of the overcrossing structure of course had to await completion of the waterproofing. This was some of the last paving done and apparently was a control in the late paving progress.

Both the Resident and Regional Engineers recommend that the 21 days requested be granted and this office concurs. This is a Federal-aid Interstate project. Rough draft letters to the Federal Highway Administration and the Highway Commission are attached.

F. D. Morgar
Construction Engineer

By

John A. Bond
Construction Administration Engineer

JAB:fw
Enc.
cc V. L. Gallagher

FORM S-60 (REV. 10-60)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
September 14, 1971

To: Mr. F. D. Morgan
Construction Engineer
S A L E M

SUBJECT: Request for Time Extension
Rock Point-7 Oaks Section
Pacific Highway
Contract No. 7415

Submitted herewith is a "Contractor's Request for Increase in Number of Workdays to Complete Construction Contract" for the above project. Also submitted is the recommendation of Resident Engineer Bill Brown.

This office concurs with Brown's recommendation in its entirety. I would recommend that all of the calendar workdays between July 17 and August 11 be returned to the contractor because the principal work was force account placement of a waterproof membrane on the deck of the southbound Tolo railroad structure. This was not an anticipated item in this contract.

WENDELL E. SCHWARTZ
Region Maintenance Engineer

WES/cw
Enc.
cc Bill Brown

Routing

Morgan
Decker
Bond
Walker
Boehme
Johnson

RECEIVED
SEP 15 1971
CONSTRUCTION
DIVISION

Peace
Swan
Glenn
Litchfield
Gallagher

GPO 83475-784

FORM S.20 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Medford, Oregon
September 13, 1971

SUBJECT: Request for Time Extension
Rock Point - Seven Oaks Section

To: C. T. Keasey
Regional Engineer
Roseburg, Oregon
97470

Attached hereto is Peter Kiewit Sons' Company's request for a time extension of twenty-one days on Contract 7415. They have spelled out in their request eight different reasons for the overrun of time. I do not feel that any of these reasons with the exception of Item No. 8, Bridge deck waterproofing (Extra Work Order No. 9), contributed to the overrun. All the other items were completed before the paving which was the key item on the job. The contractor could have easily finished 3 weeks earlier if he had started paving operations 3 weeks earlier. He chose not to do this as he had other work which he felt should be done first.

I do feel that once we started on the water-proof membrane for the Tolo railroad structure, this was the predominant work until the job was finished. Consequently, I would recommend that the charges from July 17 until August 11th not be assessed to the contractor. This would amount to 26 workdays and the contractor is only asking for a total of 21 days.

B. E. Brown
Resident Engineer

ROSEBURG DIVISION
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SEP 14 1971
ADE | DOE
For
Action

STATE COPY

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SEP 2 1971
FOR FILING

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING 1415 • • • SALEM, OREGON • • • 97310

August 23, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P.O. Box 500
Salem, Oregon 97308

Contract 7415
Prefix 615-1044
FAP I-5-1(72)36

NOTED
R. E. S.

Dear Sir:

All work under Contract No. 7415, Rock Point-Seven Oaks Section of the Pacific Highway in Jackson County, was completed on August 11, 1971.

We request that your office inspect the contract work and return two signed copies of this letter indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

Very truly yours,

R. L. Porter
State Highway Engineer

By F. D. Morgan
F. D. Morgan
Construction Engineer

cy F. Morgan 9-1-71

Federal Highway Administration
Oregon DivisionOffice Endorsement Date August 24, 1971

Conditions noted on above date:

Project completed and final inspection made.

for R. E. Simpson
Division Engineer

RECEIVED
AUG 31 1971
OFFICE OF
STATE HIGHWAY ENGINEER

VG:fw

cc R. L. Porter
F. D. Morgan

Form E-123

A. E. Johnson - OSHD

7-21-71

RECEIVED

FORM FHWA-20 (REV. 6-68)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

Region Back PC

Engineering Coord., Green

CONSTRUCTION INSPECTION REPORT

(PPM 20-6.1)

(Check appropriate box) ☐ Contact ☒ Project Stage Inspection ☐ Final Inspection

Region No.	Report No.	County	Division
1	5	Jackson	Oregon

Date of Inspection	Inspection Made By	Project No.
7-21 & 22, 1971	F. V. Riehl, Area Engineer	I-5-1(72)36

In Company With

Glen Below

Quality of Work*	Progress of Work	Time Elapsed	Work Completed
Satisfactory	Unsatisfactory	100 %	94 %

Report to Include: (1) Scope of Inspection (2) Summary of Findings, Recommendations, and Action Taken.

*(*Not applicable for all Contracts.)*

COPY SENT

JUL 27 1971

ROCK POINT - SEVEN OAKS SECTION
PACIFIC HIGHWAY
Grading, Paving, Guardrail and Signing

Plant Inspection on Asphaltic Concrete Pavement

The purpose of this inspection was to evaluate the States procedure in administering the controls and placement of the asphalt concrete pavement of the contract.

Work in progress during this inspection consisted of paving the median area from Sta 312 to 330. Hauling and placing shoulder rock on the south bound roadway and placing waterproofing material on the Railroad Structure at Sta "S1" 415+00.

The project was also inspected by the Auditing section for an inspection in depth. Their report will be submitted seperately. This inspection was made in company with:

Pat Schwartz, Regional Construction Engineer, OSHD
Bill Brown, Resident Engineer, OSHD
Mike Valine, Auditor, FHWA
Clyde Pike, Auditor, FHWA
Carroll Emery, Regional Engineer, OSHD

FINDINGS

Paving on this project was started last fall and the first lift, one and one-half inches of the three inch overlay was placed before closing the work down for the winter. A check of the materials and the placement was made at that time and the aggregates crushed for the A. C. Pavement were found to be within specifications and the asphalt met all the specifications. The materials were obtained from two sources, and it was found that quite a number of field compaction tests were low. Check tests by the central lab show that many of the samples, when recompacted were found to be within the 92% compaction requirement. This matter was discussed at some length and it appeared that because the A. C. Aggregates were produced from two sources and the material had differing specific gravity's, not taken into consideration when the Field tests were run, that this could be the factor in causing the low results. It was recommended that if they continued to use two plants with two sources of material that in turn two paving machines be used and not mix the materials.

NOTED
TOM EDWARDS

This spring the contractor decided to use only one plant and one source of material so it appeared that the problem of low tests was resolved. However, a

(over)

REPLACES PR 33A 3-65, WHICH WILL NOT BE USED.

RO Station 9-18

check of the tests taken for the final lift (one and one-half inches) shows that approximately 80% of the tests were again low on compaction. The materials were found to be within specifications and the plant was operating satisfactory. The laydown was handled properly so it appeared that the problem must be in the manner in which the A. C. was rolled. It was found that a vibratory roller was used for breakdown and a three-wheel roller used for finishing. The contractor was advised of the results of the field tests and he increased the effort of compaction by an additional pass with the vibratory roller. This did not, however, increase the compaction and the labratory tests confirm the field results. No other change was made through the remainder of the work.

DETERMINATION

The State is presently reviewing the compaction problem and it appears that a penalty will be assessed for the out of specification areas. Values for compaction range from 88% up with a concentration around 90%.

The remainder of the project was considered to be very satisfactoryly constructed.

Following the review made by the State, it will be determined to what extent and how much the dmages will be.

RECEIVED
SEP 3 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 24 1971
OFFICE OF
STATE HIGHWAY ENGINEER

STATE COPY 5-1P

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Contingent upon modification of 6-2-71 project agreement if additional funds are required.

BY D. K. Hansen
Dist. Engineer

TITLE

DATE 6-22-71

FEDERAL HIGHWAY ADMINISTRATION

Project Name Rock Point – Seven Oaks — Date

Highway Pacific — Contract No. 7415

County Jackson — Prefix 615-1044

Contractor Peter Kiewit Sons' Co — F. A. Project No. I-5-1(72)36

Address P. O. Box 1777; Vancouver, Washington 98663 — Order No. 9

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Remove ashaltic concrete from deck of existing SB structure over railroad and apply membrane water proofing materials. Structure width 30 feet, length 352 feet.

Location by station numbers:

SB 413+92 to SB 417+44

Estimate of quantities and cost:

Equipment	$3,100.00
Labor	3,500.00
Materials	2,800.00
Total	$9,400.00

NOTED
TOM EDWARDS

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

The decision to apply membrane water proofing to structure deck was reached at the later stage of the contract. The special provision covering membrane water proffing found in Jumpoff Joe – Grants Pass Section, Contract 7561 will be followed.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$1,954,661.62	
Present estimate of project cost, including $9,400.00 for work under this order	$1,954,661.62	
Expected under-run / over-run amount	None	
Expected under-run / over-run per cent	None	

Submitted by: B. E. Brown
Resident Engineer

Approval Recommended: John R. Bowman
REG. CONSTR. ENGR.
Division Engineer

Approval Recommended: [illegible]
Construction Engineer or Bridge Engineer

Approved [illegible]
Assistant State Highway Engineer, Highway Engineer or Office Engineer

6-25-71

State Printing

I-5-1(72)36

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

RECEIVED
MAY 26 1971
OFFICE OF
STATE HIGHWAY ENGINEER

APPROVED EFFECTIVE DATE 4-14-71
Contingent upon modification of project agreement if additional funds are required
BY D. K. Hansen
TITLE Dist. Engineer
DATE 5-25-71

FEDERAL HIGHWAY ADMINISTRATION

Date May 14, 19 71

Project Name Rock Point - Seven Oaks
Highway Pacific Hwy
County Jackson
Contractor Peter Kiewit Sons' Co
Address P. O. Box 1777, Vancouver, Washington 98663

Contract No. 7415
Prefix 615-1044
F. A. Project No. I-5-1(72)36
Order No. 8

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Furnish and place additional concrete required to raise type G-2MA concrete Inlets.

CY & dlw 5-26-71

Location by station numbers:

398 - 435 [redacted]

Estimate of quantities and cost:

Labor	- - - - -	$100.00
Materials	- - - -	300.00
Total	- - - - -	$400.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Additional concrete necessary in raising Concrete Inlets, Type G-2MA in area of median where cross-section was changed. Bases in lower portion of inlets had already been poured. This work has started on May 14, 1971.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$1,954,661.62
Present estimate of project cost, including $400.00 for work under this order	$1,954,661.62
Expected under-run / over-run amount	None
Expected under-run / over-run per cent	None

Space to right of this line is for use of Salem Office

Submitted by: [signature] Resident Engineer

Approval Recommended: [signature] Division Engineer
REG. CONSTR. ENGR.

Approval Recommended: [signature] Construction Engineer or Bridge Engineer

Approved [signature] Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.

5-26-71

RECEIVED
MAR 4 - 1971

I-5-1(72)36
14/15

March 2, 1971

Mr. R. H. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Contract 7415
Prefix 615-1044
FAP I-5-1(72)36

Dear Sir:

Herewith for your consideration and approval are copies of Extra Work Order No. 5 covering installation of underground drainage under existing pavement on the Rock Point-Seven Oaks Section of the Pacific Highway in Jackson County.

Some areas of the existing pavement are showing signs of failure due to subsurface moisture in the underlying materials. This order covers the cost of furnishing and installing underground drainage to prevent damage to the highway.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer February 26, 1971.

Your approval as of February 26, 1971 is requested.

Very truly yours,

R. L. Porter
State Highway Engineer

By

John A. Bond
Construction Administration Engineer

BMW:fw

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NOV 18 1970
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I-5-1(72)56
1415

136

November 17, 1970

Mr. R. E. Simpson, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Dear Sir:

Re: Statewide Inspection-in-Depth
Field Testing Laboratory and
Equipment
Your Ref. 08-35-DA/439.1

We are pleased you found the field laboratories were generally adequately equipped to perform the required tests and the equipment in reasonably good condition. Consideration is being given to improving the deficiencies in the few items noted.

The checking and adjusting of the testing by the field inspectors will be covered in our forthcoming training sessions as will the necessity for documenting when the equipment has been checked for accuracy.

The use of the 1/4-cubic foot air entrainment buckets for checking the cement factor and unit weight of portland cement concrete was necessitated by the lack of scales in the field with sufficient capacity to use buckets with 1/2-cubic foot or larger volumes. The smaller volume buckets have, with few exceptions, proved adequate. The number of scales with sufficient capacity to weigh the larger volumes of concrete has increased substantially in the past year or so but is still not adequate during the peak construction periods. It is intended, therefore, to use the smaller buckets as an alternate method until such time as additional equipment is available.

Regarding the field laboratories furnished by the contractors, we are presently reviewing our specifications

for the minimum requirements to insure that adequate electricity, water, heat, and storage space is provided. The furnishing of State-owned laboratories is also being reviewed.

Very truly yours,

R. L. Porter
State Highway Engineer

By

A. E. Johnson
Assistant State Highway Engineer

cc R. L. Porter
Tom Edwards
F. D. Morgan

MDG:fw ms

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

Morgan, Docker, Bond, Routing, Pease, Glenn, Gallagher, Stein

RECEIVED
OCT 27 1970
CONSTRUCTION DIVISION

10-22-70

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE: October 13, 1970

In reply refer to: 08-35-DA/439.1

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Statewide Inspection-in-Depth
Field Testing Laboratory and Equipment

During this past summer our Area Engineers have inspected four projects for this phase of our Inspection-in-Depth program. The projects inspected were I-5-1(72)36, I-205-7(12)290, I-80N-6(42)256, and F-181(23).

You were furnished copies of the reports covering each inspection.

While the projects inspected were limited in number, our review indicated the project field laboratories met the minimum requirements, the projects were generally adequately equipped to perform the tests and the equipment was in reasonable, good condition. There were a few items noticed, however, that we believe will deserve your consideration.

1. There is no apparent record as to when or if some equipment is checked.

2. Some of the testing inspectors did not know how to check their equipment or to adjust it. This apparently is being left up to the Region Testing Engineer.

3. The buckets being used for checking the yield or unit weight of Portland cement concrete were the air entrainment meter buckets (¼ cubic foot) instead of the ½ or 1 cubic foot buckets specified on Page III 116 of your inspectors manual.

4. The quality of field laboratories furnished on the projects inspected did not appear commensurate with the bid prices. While the field laboratories met the specifications, they did not always have electricity, most of the time did not have water, had no heat or air conditioning, had inadequate ventilation and organized storage space, and were otherwise poorly arranged with respect to the testing necessary for the particular testing needs of the project.

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OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
NOV 5 - 1970

I-5-1(72)3
7415

November 4, 1970

Carney, Haley, Probst & Levak
Attorneys at Law
501 Pacific Building
Portland, Oregon 97204

Attention: Leo R. Probst

Gentlemen:

As requested in your letter of October 30, 1970, we are attaching a copy of the Peter Kiewit Sons' Company Contract No. 7415 for work on the Rock Point-Seven Oaks Project in Jackson County.

There will be no charge for this contract, as our plans unit had an extra copy in their file.

The Oregon State Highway manual on Uniform Traffic Control Devices for Streets and Highways is being forwarded to you by our Traffic Engineering Section.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:dr
Attachment
cc F. B. Crandall
Attn: Bruce Taylor

CARNEY, HALEY, PROBST & LEVAK
ATTORNEYS AT LAW
501 PACIFIC BUILDING
PORTLAND, OREGON 97204

RICHARD R. CARNEY
GEORGE P. HALEY
LEO R. PROBST
THOMAS F. LEVAK

TELEPHONE
226-4087
AREA CODE 503

October 30, 1970

Mr. Floyd Query
State Highway Department
Room 121, State Highway Building
Salem, Oregon 97310

Dear Mr. Query:

Will you please forward to this office a copy of the contract of your Job No. 7415, Rock Point to Seven Oaks Section, Prefix 615-1044, together with a copy of the Oregon State Highway Department manual on Uniform Traffic Control Devices for Streets and Highways.

We will, of course, reimburse you for the cost of these copies upon receipt of your bill.

Yours very truly,

CARNEY, HALEY, PROBST & LEVAK

Leo R. Probst

LRP/ljg

RECEIVED
NOV 2 - 1970
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

NOTED
FLOYD QUERY

I-5-1(72)36

RECEIVED
NOV 30 1970
OFFICE OF
STATE HIGHWAY ENGINEER

7415

STATE COPY

APPROVED EFFECTIVE DATE 11-12
ntingent upon modification of pro-
ject agreement if additional funds are
required
BY _____
Engineering Coordinator

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

TITLE _____

DATE November 3 1970

FEDERAL HIGHWAY ADMINISTRATION

Project Name Rock Point - Seven Oaks

Highway Pacific

County Jackson

Contractor Peter Kiewit Sons' Company

Address P.O. Box 1777 Vancouver, Washington 98663

Date 11-19-70

Contract No. 7415

Prefix 615-1044

F. A. Project No. I-5-1(72)36

Order No. 4

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Reconstruct, reconnect, and adjust water source systems not shown on Plans.

Location by station numbers:

353 left and throughout project.

Estimate of quantities and cost:

NOTED
TOM EDWARDS

Material	;	$ 380.00
Equipment	;	160.00
Labor	;	170.00
Total		710.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")
Existing water source systems not shown on Plans are being exposed during embankment and trenching construction and require adjustment. Standard Specifications and Special Provisions for this contract are to apply.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$1,954,661.62
Present estimate of project cost, including $ 710.00 for work under this order	$1,954,661.62
Expected under-run / over-run amount	$ none
Expected under-run / over-run per cent	none

Space to right of this line is for use of Salem Office

Submitted by: B. E. Brown
Resident Engineer

Approval Recommended: _____
Division Engineer

Approval Recommended: _____
Construction Engineer of Bridge Engineer

Approved _____
Deputy State Highway Engineer; Assistant State Highway Engineer-Operations

11-20-70

I-5-1(72)36

RECEIVED
OCT 21 1970
OFFICE OF
STATE HIGHWAY ENGINEER

STATE COPY

APPROVED EFFECTIVE DATE 10-20-70
Contingent upon modification of pro- agreement if additional funds are required

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

BY G. K. Hansen
TITLE Dist. Engineer

TO BE PERFORMED ON FORCE ACCOUNT BASIS

DATE 10-20-70

FEDERAL HIGHWAY ADMINISTRATION

Project Name Rock Point - Seven Oaks
Highway Pacific
County Jackson
Contractor Peter Kiewit Sons' Co.
Address P. O. Box 1777 Vancouver, Washington 98663

October 19 70

Contract No. 7415
Prefix 615-1044
F. A. Project No. I-5-1(72)36
Order No. 3

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Reconstruct and adjust livestock watering system, extend irrigation pipe conduit, cap existing inlet, construct junction box with wood cover, install 8" culvert between inlet and junction box, install 2" plastic pipe to watering trough.

Location by station numbers:

318 to 323

Estimate of quantities and cost:

		Material	Equip.	Labor
Install 8-inch Concrete Pipe Conduit - 100 Lin Ft	@ $0.85	$85.00	$34.00	$20.00
Install 2-inch Plastic Pipe - 200 Lin Ft	@ 0.415	83.00	25.00	14.00
Const 1 Concrete Junction Box w/wood lid		26.00	17.00	23.00
Const Cap Inlet		3.00	—	9.00
Totals - - - - - - -		$197.00	$76.00	$86.00

Grand Total - $339.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Existing livestock water system and irrigation pipe conduit will be covered by the proposed slope embankment constructions. Plans do not show any reconstruction of this system. See attached sketch. Standard Specifications and Special Provisions for this contract to apply. Work has not started.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$1,954,661.62
Present estimate of project cost, including $339.00 for work under this order	$1,954,661.62
Expected under-run / over-run amount	$ None
Expected under-run / over-run per cent	None

Space to right of this line is for use of Salem Office

Submitted by: Earl C. Purdy Asst. Resident Engineer

Approval Recommended: Construction Engineer or Bridge Engineer

Approval Recommended: Division Engineer

Approved Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer

10/20/70

State Printing

DISCARDED
NOV 9 - 1970
FOR FILING

INSPECTION NO. 9C

CONSTRUCTION DEPARTMENT
INSPECTION REPORT

F-F-1(72)13
741

Name of Job Rock Point-Seven Oaks Contract No. 7415

Highway Pacific

Contractor Peter Kiewit Sons' Co. Date 9-15-70

_____ Initial)
)
_____ Intermediate)
)
_____ Final)
)
X Special)

Inspection Made by R. A. Nichols, L.P. Renz and Paul Riedl of Fed. Hwy. Admin. C. T. Keasey, J. H. Walker and Bill Brown of OSHD

NOTED
A. E. JOHNSON

REMARKS

This was the fourth in the series of inspections on Field Sampling and Testing being performed by the Federal Highway Administration. First the condition of the testing equipment on hand at the Resident's storage shed was inspected. Some of this equipment had been inherited from other Resident Engineers who had transferred out and was not in the best of condition. We found that no check had been made on the volume of the Harvard Minature Mold. The 107 lb. platform scale would not zero; however, the weight required to make it zero was considered minor. We then inspected the three field labs furnished by the contractor and subcontractors for this project. The large trailer furnished by Rogue River Paving at their commercial plant was quite adequate. The testing equipment was in satisfactory condition. We were informed the sieves were checked periodically by Regional personnel and the drying oven had been calibrated for 240°F + 5°F.

The field lab at M.C. Lininger's crushing plant was an older trailer house. We were informed that Lininger had purchased it for $250, was renting it to the prime contractor, Peter Kiewit, for $1,250 and for which we are paying the bid price of $2,000. The sampling and testing of 3/4"-0 base material was observed. The sample was obtained by the contractor's representative by stopping the belt under the storage bins after considerable adjusting of the gates which control the blending of the material. The sample was taken by scraping a portion off the end of the belt into a 5-gallon can. Both the method of sampling and representativeness of the sample were questionable. During the sieving with the 18" x 18" sieves, it was noticed that fines were leaking out of the top dust pan. This was found to be due to the material piling up in one corner of the sieves to the extent that it would leak out over the top of the frame. Adjustments to correct this situation were immediately began. Inspection of other testing equipment indicated the need for more attention to its condition and upkeep. Some of the 8-inch sieves, although not in use, wereobviously worn with the wires visibly bowed out of shape and needed to be replaced. The irrigation tube for the Sand Equivalent test was worn to the extent it had a hole in one side. We were informed they had another

cc: Div. Engr. C. T. Keasey
Res. Engr. Bill E. Brown
A. E. Johnson

M. D. Glenn
Signed
M. D. Glenn, Quality Control Engineer

tube and would bring it out. It appeared no attempt was being made to keep the working areas even reasonably clean. In general, the equipment and working conditions were the worst encountered so far.

The third field laboratory was furnished by Rogue River Paving at Lininger's pit, where their small continuous mix plant was being set up and complied with our requirements. The equipment was in satisfactory condition.

I-5-1(72)36

RECEIVED
SEP 1 1970
OFFICE OF
STATE HIGHWAY ENGINEER

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

APPROVED EFFECTIVE DATE 8-27-70
Contingent upon modification of pro-
gram agreement if additional funds are
required
BY G. K. Hansen
Dist. Engineer

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

DATE 8-27-70
Date Submitted August 18, 1970
U. S. BUREAU OF PUBLIC ROADS

Project Name Rock Point - Seven Oaks
Highway Pacific ~~I-5~~
County Jackson
Contractor Peter Kiewit Son's Co.
Address P.O. Box 1777 Vancouver, Washington

Contract No. 7415
Prefix 615-1044
F. A. Project No. I-5-1(72)36
Order No. 12

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Temporary tape patch centerline.

Location by station numbers:

Entire project.

Estimate of quantities and cost:

Materials: $ 150.00

Labor : $ 350.00

Total : $ 500.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Temporary striping is necessary in the areas where patching has been and will be done on the A.C. pavement.

NOTED
TOM EDWARDS

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$1,954,661.62
Present estimate of project cost, including $500.00 for work under this order	$1,954,661.62
Expected under-run / over-run amount	$0
Expected under-run / over-run per cent	0

Space to right of this line is for use of Salem Office

Submitted by: B. E. Brown
Resident Engineer

Approval Recommended: Wm E Lewis
Division Engineer

Approval Recommended:
Construction Engineer or Bridge Engineer

Approved
Assistant State Highway Engineer-Construction

9-2-70

State Printing

RECEIVED
JUL 2 - 1970
FOR FILING

I-5-1(72)36
7415

June 30, 1970

Peter Kiewit Sons' Co.
215 S. "V" Street
Vancouver, Washington 98663

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7415 for grading, paving, guard-rail and signing on the Rock Point-Seven Oaks Section of the Pacific Highway in Jackson County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cr
Enclosure

cc The Aetna Casualty & Surety Co.
Bond Department
1201 S. W. 12th Ave.
Portland, Oregon 97205

bcc F. D. Morgan
D. J. Barbee
I. D. Merchant
C. T. Keasey
Bill E. Brown

STATE COPY

Form Approved; Budget Bureau No. 04-R2809

MONTHLY TRANSACTION NO.	DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION BUREAU OF PUBLIC ROADS	STATE Oregon
6-56	**FEDERAL-AID PROJECT AGREEMENT**	COUNTY Jackson
PROJECT REPORT NO. 3	*(PPM 21-7)* 6-26-70	PROJECT NO. I-5-1(73)36

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator and the Director of Public Roads relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-5 Rock Point (Gold Hill) to Seven Oaks

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	5-13-70	7.478
OTHER *(Specify)*		

FUNDS PRO Rate 92.26%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 1,909,224	$ 1,761,400

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

Oregon State Highway Division
(Official name of Highway Department)

By D K Klabo
Assistant State Highway Engineer
(Title)

By _____
(Title)

By _____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

By A L Green
for R. E. Sinpson (Division Engineer)

Date executed by Division Engineer JUN 26 1970

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Bureau of Public Roads.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Bureau of Public Roads and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Bureau of Public Roads.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Bureau of Public Roads the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Bureau of Public Roads the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Bureau of Public Roads, any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the rights-of-way of the Interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds.

(b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Bureau of Public Roads, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Bureau of Public Roads.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national origin. The contractor will take affirmative action to ensure that applicants are employed, and that employees are treated during employment without regard to their race, color, religion, sex, or national origin. Such action shall include, but not be limited to the following: employment, up-

Oregon State Highway Division

Federal-Aid
Project No. I-5-1(72)36

ROCK POINT-SEVEN OAKS SECTION OF THE

PACIFIC HIGHWAY IN JACKSON COUNTY

SALEM, OREGON, JUNE 23, 1970

Project Agreement Estimate

PAVEMENT OVERLAY:

Type Code 6203
Roadway (Sta. 43+43 to Sta. 438+00) (Contract No. 7415)

Furnish Field Laboratory Building	1 only		$ 2,000.00
Temporary Protection and Direction of Traffic	All Required (50%)		12,500.00
Class "B" Asphalt Concrete Mixture	97,750 ton	6.00	586,500.00
Asphalt Cement in Mixture	6,350 ton	32.00	203,200.00
Asphalt in Tack Coat	84 ton	85.00	7,140.00
			$ 811,340.00
Flagging (60% of Contractor's Costs)	All Required (50%)		6,250.00
	Subtotal		$ 817,590.00
	10% Engr. & Cont.*		79,759.00
	Total		$ 897,349.00

*Reduced in accordance with paragraph 5 (project field office) of PPM 30-6.

SAFETY IMPROVEMENT:

Type Code Y106
Slope and Median Flattening (Sta. 43+43 to Sta. 438+00)

Temporary Protection and Direction of Traffic	All Required (50%)		$ 12,500.00
Clearing and Grubbing	All Required		4,000.00
Removal of Structures and Obstructions	All Required		5,000.00
Ditch Excavation	1,080 cu.yd.	3.00	3,240.00
Embankment in Place	37,380 cu.yd.	2.00	74,760.00
Trench Excavation	2,420 cu.yd.	5.00	12,100.00
Furnishing and Placing Topsoil	10,370 cu.yd.	3.50	36,295.00

Watering	1,320	M-gal.	2.50	3,300.00
Structure Excavation	250	cu.yd.	6.00	1,500.00
1" - 0 Aggregate Base	56,750	ton	3.00	170,250.00
Concrete Curbs	200	cu.yd.	100.00	20,000.00
Loose Riprap, Class 100	56	cu.yd.	16.00	896.00
				$ 343,841.00

Type Code Y006
Shoulder Improvements

Concrete Shoulder Barriers	50	cu.yd.	165.00	$ 8,250.00
Class "A" Concrete in Walls	70	cu.yd.	125.00	8,750.00
Reinforcement in Walls	6,050	lb.	0.16	968.00
Preparation of Slopes	130	sq.yd.	1.50	195.00
Concrete Slope Paving	130	sq.yd.	16.00	2,080.00
				$ 20,243.00

Type Code Y007
Minor Structures

108-inch Structural Plate Pipe Extension	All Required			$ 5,000.00
12-inch Culvert Pipe	50	lin.ft.	3.70	185.00
15-inch Culvert Pipe	610	lin.ft.	4.50	2,745.00
18-inch Culvert Pipe	1,120	lin.ft.	5.50	6,160.00
24-inch Culvert Pipe	130	lin.ft.	8.00	1,040.00
30-inch Culvert Pipe	22	lin.ft.	11.00	242.00
36-inch Culvert Pipe	88	lin.ft.	14.00	1,232.00
48-inch Arch Type Pipe	22	lin.ft.	20.00	440.00
15-inch Paved Culvert End Slopes	10	only	165.00	1,650.00
18-inch Paved Culvert End Slopes	14	only	170.00	2,380.00
24-inch Paved Culvert End Slopes	8	only	175.00	1,400.00
36-inch Paved Culvert End Slopes	2	only	180.00	360.00
Concrete Inlets, Type G-1	1	only	250.00	250.00
Concrete Inlets, Type G-2	1	only	300.00	300.00
Concrete Inlets, Type G-2MA	20	only	350.00	7,000.00
Concrete Inlets, Type ME	2	only	400.00	800.00
6-inch Drain Pipe	34	lin.ft.	1.50	51.00
8-inch Drain Pipe	23,200	lin.ft.	2.00	46,400.00
Special Filter Material in Drains	1,210	lin.ft.	4.00	4,840.00
Adjusting Inlets	4	only	350.00	1,400.00
Reconstructing Inlets	18	only	400.00	7,200.00
				$ 91,075.00

Type Code Y101
Guard Rail - Delineators

Guard Rail, Type 2A	31,200	lin.ft.	5.00	$ 156,000.00
Median Barrier	37,420	lin.ft.	6.00	224,520.00
Guard Rail Anchors	64	only	250.00	16,000.00
Extra for Guard Rail Bridge Connections	20	only	200.00	4,000.00
Extra for Guard Rail Barrier Connections	7	only	200.00	1,400.00

Extra Posts with Blocks	25 only	17.00	425.00
Extra Rail Elements	110 lin.ft.	1.50	165.00
Guide Posts, W-1	330 only	7.50	2,475.00
Guide Posts, Y-2	24 only	8.00	192.00
			$ 405,177.00

Type Code Y102
Fencing

Type 2 Fence	4,980 lin. ft.	0.80	$ 3,984.00
Type 3 Fence	7,980 lin.ft.	1.50	11,970.00
			$ 15,954.00

Type Code Y003
Landscaping

Roadside Seeding	34 acre	150.00	$ 5,100.00
Roadside Mulching	34 acre	150.00	5,100.00
Seed Mixture	1,050 lb.	1.00	1,050.00
Fertilizer, 22-16-8	140 cwt.	15.00	2,100.00
			$ 13,350.00

Type Code Y002
Traffic Signs

Removal of Existing Sign Installations	All Required		$ 2,500.00
Revise Existing Wood Sign Posts	All Required		300.00
Sign Support Footings	All Required		3,000.00
Metal Sign Structures	All Required		14,000.00
Move Existing Type "A" Signs	All Required		2,000.00
Type "A" Signs in Place	202 sq.ft.	8.50	1,717.00
Type "C", "D" and "R" Signs in Place	45 sq.ft.	6.00	270.00
Type "E", "F", "G" and "M" Signs in Place	35 sq.ft.	6.00	210.00
			$ 23,997.00

	Subtotal	$ 913,637.00
Flagging (60% of Contractor's Costs)	All Required (50%)	6,250.00
	Subtotal	$ 919,887.00
	10% Engr. & Cont.	91,988.00
	Total	$1,011,875.00

Length of Roadway - - - - - - 7.478 Miles
Length of Safety Improvement- 0.000 Mile
Total- 7.478 Miles

Cost of Roadway Per Mile- - - $119,998.53 (Paving Costs Only)

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Pavement Overlay	$ 897,349.00	$ 827,850.00	$ 69,499.00
Safety Improvement	1,011,875.00	933,550.00	78,325.00
	$1,909,224.00	$1,761,400.00	$147,824.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Group 1 - 100%

Contract No.: 7415

Prefix No.: 615-1044

6-24-70

RECEIVED
JUN 26 1970
FOR FILING

FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

NOTICE OF APPROVAL AND/OR AUTHORIZATION

I-5-1(72)36
STATE PROJECT NO.

FROM:
R. E. SIMPSON, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.

COUNTY NAME
JACKSON

ITEM NO.
610

PROGRAM STAGE (Check)
[ ] 1 [X] 2

TO:
I-5-1(72)36
7415

MR. FORREST COOPER
STATE HIGHWAY ENGINEER
SALEM, OREGON

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
MAY 13, 1970	MAY 13, 1970	I-5
		STATE ROUTE NUMBER: ROCK POINT TO SEVEN OAKS SECTION

LIMITS OF AUTHORITY

AFTER CONCURRENCE OF AWARD YOU ARE AUTHORIZED TO PROCEED WITH CONTRACTOR'S FLAGGING IN THE TOTAL AMOUNT OF $12,500 AS SHOWN IN YOUR ESTIMATE.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- [X] OTHER (Specify) INCREASE CONTRACTOR'S FLAGGING TO $12,500.00
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

OUR MAY 13, 1970 AUTHORIZATION (FORM 1240) INCLUDED AUTHORIZATION FOR ONLY ONE-HALF OF THE CONTRACTOR'S FLAGGING COSTS SHOWN IN THE ENGINEER'S ESTIMATE. THIS IS TO EXTEND THAT AUTHORIZATION TO INCLUDE THE TOTAL AMOUNT ESTIMATED.

6-25-70

RECEIVED
JUN 25 1970
OFFICE OF
STATE HIGHWAY ENGINEER

NOTE
F. B. KLAGES

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
JUNE 24, 1970		For DIVISION ENGINEER

PREVIOUS EDITION MAY BE USED UNTIL SUPPLY IS EXHAUSTED.

RECEIVED
JUN 18 1970
FOR FILING

I-5-1(72)36
7415

June 17, 1970

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97301

Dear Sir:

Confirmation of your tentative concurrence as of June 9, 1970, is requested in the award of contract for the Rock Point-Seven Oaks Section, Project No. I-5-1(72)36.

The contractor receiving the award is Peter Kiewit Sons' Co., in the amount of $1,724,977.00 with Contract No. 7415 assigned. This bid was received on June 8, 1970, and awarded June 12, 1970.

All right of way or rights of entry have been acquired.

The low bidder completed the Anti-Collusion Statement included in our proposal, as required by PPM 21-6.1, and it will be retained in a permanent project file.

All rights of access, including utilities, to or from abutting property are either (1) denied by law, (2) have been acquired, or (3) have been acquired in condemnation proceedings which have been commenced and will be prosecuted to completion. All necessary arrangements have been made for all utility work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State contractor's operations.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

Bureau of Public Roads' Endorsement:

Date_____
I concur in the award.

R. E. Simpson
Division Engineer

DAR:bb

RECEIVED
JUN 17 1970
FOR FILING

I-5-1(72)36
7415

June 15, 1970

Peter Kiewit Sons Co.
215 South "F" Street
Vancouver, Washington 98663

Gentlemen:

The State Highway Commission on June 12, 1970, awarded to you State Highway Contract No. 7415 in the amount of $1,724,977 on the Rock Point-Seven Oaks Section of the Pacific Highway in Jackson County.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Read, Assistant Secretary

fkm
bc Frank Morgan
D. J. Barbee
I. D. Merchant
Wm. Geibel (SAIF)
C. T. Keasey
Bill E. Brown

FORM BR-1240
RECEIVED
MAY 28 1970

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

LETTER OF APPROVAL AND/OR AUTHORIZATION 5-13-70

FEDERAL AID PROJECT NO.
I-5-1(72)36

STATE PROJECT NO.

FROM: MR. R. E. SIMPSON, DIVISION ENGINEER
SALEM, OREGON
I-5 1(72)36

PROGRAM NO.

ITEM NO.
610

COUNTY NAME
JACKSON

PROGRAM STAGE (Check)
[ ] 1 [X] 2

TO:
7415

MR. FORREST COOPER
STATE HIGHWAY ENGINEER
SALEM, OREGON

DATE PS&E APPROVED
MAY 13, 1970

DATE AUTHORIZATION EFFECTIVE
MAY 13, 1970

FEDERAL ROUTE NUMBER
I-5

STATE ROUTE NUMBER
ROCK POINT - SEVEN OAKS SECTION

LIMITS OF AUTHORITY
AFTER CONCURRANCE IN AWARD YOU ARE AUTHORIZED TO PROCEED WITH CONTRACTOR'S FLAGGING IN THE AMOUNT OF $6,250.00 AS SHOWN IN YOUR ESTIMATE.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- [X] OTHER (Specify) CONTRACTOR'S FLAGGING $6,250.00
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [X] CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

MR. YOUNG'S MAY 11, 1970 REQUEST AND CERTIFYING STATEMENTS ARE ACCEPTED.

PS&E DOCUMENTS FOR THE SUBJECT PROJECT HAVE BEEN REVIEWED AND ARE APPROVED.

THE 1970 EDITION OF OREGON'S STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION IS APPROVED FOR USE ON THIS PROJECT.

A SIGNED COPY OF THE TITLE SHEET IS RETURNED HEREWITH.

Young/wlew. 5-27-70

RECEIVED
MAY 27 1970
OFFICE OF
STATE HIGHWAY ENGINEER

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
5-13-70		DIVISION ENGINEER

PREVIOUS EDITION MAY BE USED UNTIL SUPPLY IS EXHAUSTED.

TRANSACTION NUMBERS 5-11 TO 5-14

FORM PR-48
REV. 7-67)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 5-5-70

BY (Signature): MR. YOUNG'S APRIL 28, 1970 LETTER

TITLE: PROGRAM & PLANNING ENGINEER

CLASS OF FEDERAL FUNDS: ☒ FAI ☐ FAP ☐ FAU ☐ FAS ☐ OTHERS

STAGE 1 * ITEM NOS. ____ THRU ____

STAGE 2 ITEM NOS. 610 THRU 613

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) LOCATION	WORK
610	I-5-1(72)36	7.47	1,250,000	1,153,000	ROCK POINT - SEVEN OAKS	GRADE, DRAIN, HIGH TYPE PAVEMENT & MINOR SAFETY
611	I-5-2(67)59	9.08	1,895,000	1,747,000	JUMPOFF JOE CREEK-GRANTS PASS SECTION	GRADE, DRAIN, HIGH TYPE PAVEMENT, STRUCTURES, MINOR SAFETY WORK & REST AREA EXPANSION
612	I-80N-4(21)122	15.98	3,167,000	931,700 (2,157,000 - CORPS OF ENGRS.	QUINTON-ARLINGTON	GRADE, DRAIN, HIGH TYPE PAVEMENT, MINOR SAFETY WORK, CONSTRUCT SCENIC OVERLOOK AREA & ILLUMINATION.
613	I-80N-5(38)146	2.37	391,600	271,000 (97,700 CORPS OF ENGINEERS)	WILLOW CREEK SECT.	HIGH TYPE PAVEMENT - MINOR SAFETY WORK & ADJUST STRUCTURE.

REMARKS (Division)

ON ITEMS 610 AND 611 THE DEPTH OF PAVEMENT OVERLAY ELIGIBLE FOR PARTICIPATION WITH INTERSTATE FUNDS IS LIMITED TO THREE (3) INCHES.

ITEMS 612 AND 613 ARE PROJECTS JOINTLY FINANCED WITH STATE, FEDERAL AID AND U. S. CORPS OF ENGINEER FUNDS.

RECEIVED MAY 8 - 1970

I-5-1(72)36
I-5-2(67)59
I-80N-4(21)122
I-80N-5(38)146

NOTED
F. B. KLABOE

Young 5-7-70

RECEIVED MAY 7 1970

RECOMMENDED SIGNATURE AND TITLE	DATE	APPROVED SIGNATURE AND TITLE
	5-5-70	R. E. SIMPSON, DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

GPO 927-954

RECEIVED
MAY 4 - 1970
FOR FILING

I-5-1(72)36
7415

April 28, 1970

Mr. L. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon 97301

Dear Sir:

We are submitting program data for four Interstate Federal Aid Projects, Item Nos. 610 through 613, which we desire to have included in the Federal Aid Interstate Highway Program.

Each of these projects contain safety improvement work as covered under the AASHO February 1967 report "Highway Design and Operational Practices Related to Highway Safety". The PR 1374 forms as required by PPM 21-16 are enclosed for each project.

A copy of State and District Clearinghouse approval is enclosed for each project when applicable.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

RHC:bb

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO B. O.

FORM PR-1 (REV. 4-61)

4-28-70

FEDERAL - AID PR

(PPM 21

CARD 2	REPORT NUMBER (19)–(20)	1	PROJECT LOCATION (45 typewriter spaces) 21–65	I-5 Rock Point (Gold Hill) to Seven Oaks	ADT	PRESENT (66)	11,200	FUTURE (70)	20,800	YEAR (71)	90		
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28–62	Gr., Dr., & High-Type Pave.	NATL. FOREST (63)–(65)		FH ROUTE NO. (66)–(68)		SUPV AGCY (69)		DA CLASSIF. (70)		DA AREA (71)	EMERG. YR. (72)–(73)	PL. AUTH Y (74)–
CARD 4	CLASS OF FEDERAL FUNDS	Interstate										COUNTY NAME	J
	NAME OF URBAN AREA 17-31											ROUTE NO. I	FEDERAL-AID I-5

CARD 5	LINE NO. (14-15)	CHANGE CODE (16)	PROJECT CODE 41	WORK CLASS 42	WORK TYPE 43–46	WORK STEP 53	TERMINI (Full description)	MILES (54)–(58)	ESTIMATED PROJECT COST TOTAL ESTIMATED COST (59)–(66)	ESTIMATED PROJECT COST FEDERAL FUNDS (67)–(76)
5					**PE**		I-5 Rock Point (Gold Hill) to Seven Oaks			
5					**ROW**		(Rock Point-Seven Oaks Sec.)			
5					**CONST** (CODE) 6203 Safety				800,000	738,000
								7.47	450,000	415,000
								7.47	1,250,000	1,153,000
									(16)–(23)	(24)–(33)

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS
1	14	PROGRAM APPROVAL DATES	

Additional Data: Items B-34, B62, 196, 209,
I-5-1(27)36, I-5-1(28)36, I-5-1(33)36, I-5-1
respectively. State and District (Eight) Cl
and April 6, 1970 respectively. Design appr

-OVER-

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

-28-70

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
Oaks (65)	ADT	11,200	20,800 (66)(70)	90 (71)(72)	08	Oregon	35 (32)(33)	042 (4)(9)	610 (14)(18)

	SUFV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72)(73)	PL. AUTH YR (74)(75)	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI. (24)(26)	I. Projects Only DESIG. 27
(68)						I- 14 23	5-1(72) 7 13		36	

COUNTY NAME: Jackson — CODE: 029 (14)(16)

PROGRAM STAGE: [ ] 1 OR [X] 2

ROUTE NO.	FEDERAL-AID	STATE	U.S.
I	I-5 (32)	1 (36)(37)	I-5 (41)

	MILES (54)(56)	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST (59)(66)	FEDERAL FUNDS (67)(76)	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
ld						Gr., dr., 4-12' lanes H.T. pave. with 10'R & 6'L shldrs. Install & revise guardrail, median barrier, signing & flatten slopes.
aks						
		800,000	738,000	62,000		ROW-250' Normal; Access Control-Full; Parking Restrictions-Complete.
	7.47	450,000	415,000	35,000		
	7.47	1,250,000 (16)(23)	1,153,000 (24)(33)	97,000		REMARKS

Additional Data: Items B-34, B62, 196, 209, 243, 498 and 501A; Projects I-5-1(1)40, I-5-1(27)36, I-5-1(28)36, I-5-1(33)36, I-5-1(36)36, I-5-1(67)36 and I-5-1(68)44 Safety respectively. State and District (Eight) Clearinghouses approval given March 17, 1970 and April 6, 1970 respectively. Design approval given per BPR Memorandum of Feb. 18, 1970.

-OVER-

USCOMM DUSCOMM-DC 48903-P61

ROCK POINT-SEVEN OAKS SECTION

Additional Data: - Continued

Roadway Type Code - 6203:

Construction of an overlay of 4" of additional A.C. pavement to strengthen pavement structure on the existing four 12' lanes with 10' R and 6' L shoulders.

Safety Improvement:

Consists of grading (embankment-in-place) to ease slopes, installing and adjusting drainage structures, guardrail and median barrier. (Guardrail approach ends are to be flared away from the roadway, tied onto bridge rail at bridge ends and the free standing ends of the guardrail and median barrier are to be anchored to the ground and in the median area buried in median berms. On both guardrail and median barrier installations the post spacing will be decreased from the present spacing and the rail element blocked out from the posts.) Replace or modify existing sign posts to breakaway type. Estimated cost - - - - - - -$450,000.

7115

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308
DATE: April 27, 1970

In reply refer to: 08-35-DB3

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

Routing
1 ...ooo
2 ...ail
A. Olson
Sample
3 Terpin
...wenson
RECEIVED MAY 7 1970 DESIGN DIVISION
Trout
Wills
Huckleman
Scott
R. Olson
Carstensen

SUBJECT: Oregon Project I-5-1(-)44
Pacific Highway
Rock Point-Seven Oaks
Jackson County

Reference is made to your April 1, 1970 letter which included the "Project Base Design" requesting approval for an overlay of the subject project.

The requested overlay depth of 6 inches of AC pavement cannot be approved under our present governing criteria. The maximum overlay depth with Interstate funds that we can justify under our present criteria is 3.0 inches plus leveling and patching. Any additional depth of pavement overlay will have to be constructed with funds other than Interstate.

Enclosed for your information is a copy of the overlay analysis made in this office.

Enclosure

NOTE TO BARBEE, DECKER, 5-7-70

OK to go with 3" plus 1" patch.

FBK

4-30-70
REFERRED TO
Decker
BY ASST. STATE HWY. ENGR

How much can we get by with?

Routing
Morgan
Decker
Bond
Welker
Boehme
Johnson
RECEIVED APR 30 1970 CONSTRUCTION DIVISION
Peese
Swan
Glenn
Litchfield
Gallagher
Stein

RECEIVED APR 28 1970 OFFICE OF STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

OVERLAY ANALYSIS (Interstate Participation)
Rock Point-Seven Oaks (A8 to A9) I-5

DATA:

R = 16→ S = 3.9
1961 - Authorization Date
1962 - Opened to Traffic (FAP Log)
1967 - Year @ Which P_t = 2.5
1981 - Design Year

Traffic Analysis (Based on State's Figures)

Traffic at Intermediate Points Interpolated Between 1961 and 1981 -

Axles	Authorization 1961 ADT (Given)	Opening 1962 ADT (Interpolated)	Year P_t=2.5 1967 ADT (Interpolated)	Design 1981 ADT (Given)
2	150	162	197	390
3	125	135	185	325
4	45	49	67	117
5	605	653	895	1573
6	5	5	7	13

18^K loads opening to year @ which P_t=2.5(1962 through 1967)
See Exhibit A = 1,134,315
From AASHO Chart 400-2, P_t =2.5
SN supplied = 3.6

18^K loads from authorization year to design year (1961 through 1981)
See Exhibit B = 6,390,000
From AASHO Chart 400-1, P_t-2.0
SN required = 4.3

SN required	4.3
SN supplied	3.6
SN overlay	0.7

Overlay allowed with Interstate funds = 0.7/0.3 = 2.33 Use 3.0"

A small amount of (½" to 1") A.C. will be allowed for patching and leveling.

EXHIBIT A

TRAFFIC ANALYSIS

Rock Point-Seven Oaks Section

Opening ADT (1962) to Year @ Which P_t = 2.5 (1967)

Axles	Opening Two Way Truck ADT (1962)	P_t=2.5 Total TADT (1967)	Mean TADT	Annual One Way 18 kip s.a.	Average Annual 18 kip s.a.
2	162	197	180	38.25	6,885
3	135	185	160	81.76	13,081
4	49	67	58	105.30	6,107
5	653	895	774	257.76	199,506
6	5	7	6	213.96	1,284

TOTAL AVERAGE ANNUAL 18 kip s.a.	226,863
3 (1962 through 1967) YEAR 18 kip s.a.	1,134,315

EXHIBIT B

TRAFFIC ANALYSIS

Rock Point-Seven Oaks Section
I-5 Highway
Jackson County

Authorization ADT (1961)

Axles	Two Way Truck ADT 1961	Total TADT 1981	Mean TADT	Annual One Way 18 kip s.a.	Average Annual 18 kip s.a. $x10^3$ (thousands)
2	150	390	270	38.25	10.3
3	125	325	225	81.76	18.4
4	45	117	81	105.30	8.6
5	605	1573	1089	257.76	280.3
6	5	13	9	213.96	1.9
		TOTAL			319.5

TOTAL AVERAGE ANNUAL 18 kip s.a. _____

TWENTY YEAR 18 kip s.a.
1961 to 1981
(319.5)(20) 6,390,000

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: April 22, 1970

In reply refer to: 08-35-DB

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-1(-)
Rock Point - Seven Oak Section
Overlay Treatment at Foley Lane and Southern Pacific
Overcrossing Structures

Reference is made to Mr. Barbee's letter of April 17 requesting our concurrence in lowering the approach grades to accommodate the planned asphalt pavement overlay at the Foley Lane and Southern Pacific overcrossing structures rather than raising the four structures to meet the new grade of the overlay. Mr. Barbee's analysis indicates a substantial savings in lowering the grade as compared to raising the structures.

Based on this analysis, and the fact that the existing structures will not accommodate the additional weight of the pavement overlay, Mr. Barbee's recommended method of construction is approved.

Routing

1 Barbee
2 Hall
3 A. Olson
Sample
3 Terpin
4 Swenson
Trout
Wills
Huxtable
Scott
R. Olson
Carstensen

RECEIVED
APR 27 1970
DESIGN DIVISION

4-27-70
REFERRED TO
Barbee
By A... State Hwy. Engr

NOTED
F. B. KLABOE

RECEIVED
APR 24 1970
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
APR 20 1970
FOR FILING

OREGON STATE HIGHWAY DIVISION

I-5-1(72)36

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

7415

April 17, 1970

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street
Salem, Oregon

NOTED
F.B. KLAB

Dear Mr. Simpson:

A 4 inch pavement overlay and safety project is being planned for the Rock Point-Seven Oak Section of the Pacific Highway in Jackson County.

There are two overcrossings on this project, Foley Lane Overcrossing, Br. #7773 at Station 275+00 and the S. P. Overcrossing, Br. #7777 and Br. #7777B, Station 415+00.

These structures were not designed to accommodate the weight of an overlay of 4 inch thickness. Therefore it is necessary to either raise the structure to meet the overlay or excavate the existing surfacing at each end and replace it to obtain the required surfacing strength.

Our estimate of the cost of raising the Foley Lane Overcrossing is $195,000 while excavating and replacing the surfacing is $75,000.

The cost of replacing the surfacing is based on removing 300 feet at each end of the structure. It is felt necessary to remove this much surfacing in order to minimize the 4 inch dip at the structure since it is in the middle of a long tangent grade.

Our estimate of the cost of raising the S. P. Overcrossing is $272,000 while excavating and replacing the surfacing is $75,000. This structure is located on a crest vertical curve and 300 feet of surfacing at each end is to be replaced.

We recommend that in view of the extreme difference of cost that the surfacing be removed and replaced at the ends of both structures.

Enclosed are copies of our computations of these costs.

We ask your approval of our recommended method of construction.

Very truly yours,

FORREST COOPER
State Highway Engineer

By

D. J. BARBEE
Design Engineer

FET/bdr
Enc.

RECEIVED
APR 20 1970
OFFICE OF
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

Section ROCK POINT - SEVEN OAKS Highway PACIFIC (FAR 3) County JACKSON Prefix 615-1973

Res. Engr. _____ Approx. Length 7.5± Miles. Sta. 43+43± to Sta. 438+00± Date 3-27-70

Mean
Truck A.D.T. 1674 Traffic Coefficient 11.3 18 kip s.a. per day 876.4.

Annual Precipitation 17"± Frost Penetration - - - - - -.

(1)
Typical Soil
26 LL
2 PI
91 %P 10
40 %P200
19 %Gravel
15 %C Sand
26 %F Sand
31 %Silt
9 %Clay
16 "R" Value

AASHO CLASSIFICATION:
A - 4

MATERIAL SOURCES:
To be determined by the Engineer.

*Overlay recommendation based on deflection measurements.

	CBE Total Req.	Credit	Actual Thick.	
		OVERLAY		
		12.0	6.0	
		IN PLACE	Average	
		9.0	6.0	AC
		8.0	16.0	Base
*		29.0	28.0	

See Page 4 for remarks.

Submitted by E. J. Bugge for Staff Assistant

Recommended by J. E. Wilson Asst. Engineer of Materials

Recommended by L. L. Oesher Asst Construction Engineer

Approved by F. B. Kiaboe Asst. State Highway Engineer

NOTED F. B. KIABOE

cc:
B.P.R.
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Design Engineer
Specifications Engineer
Final Design Engineer
Division Geologist

RECEIVED APR 2 1970

3-27-70

SECTION: ROCK POINT - SEVEN OAKS

HIGHWAY: Pacific (FAR 3)

COUNTY: Jackson

Traffic Coefficient	A.C. Wearing Surface & Base	P.M.B.B. ~~xx XXXX~~	3/4"-0 Level	Crushed Base	S.S. or L.T.S.	"CBE" Total Requirement	Actual Thickness
			"MAINLINE"				
11.3	17.0"	—	—	—	—	33.5"	17.0"
			"OTHER ROADS"				
10 - 11	4.0"	8.0"	—	9.0"	—	31.5"	21.0"
9 - 10	4.0"	6.0"	—	9.5"	—	28.5"	19.5"
8 - 9	3.5"	6.0"	—	7.5"	—	25.5"	17.0"
7 - 8	3.5"	4.0"	—	8.5"	—	22.5"	16.0"
6 - 7	3.0"	3.0"	—	8.0"	—	19.5"	14.0"
5 - 6	2.0"	—	2.0"	10.5"		16.5"	14.5"
Cars Only	2.0"	—	2.0"	6.0"		12.0"	10.0"

Should substitutions be made use the "CBE" Total Requirement column to obtain the "Total Thickness Required" and the table below for values:

1.0"	Asphaltic Concrete	=	2.0 "	Crushed Base
1.0"	Plant Mix Bituminous Base	=	1.8 "	Crushed Base
1.0"	Cement Treated Base	=	1.8 "	Crushed Base
1.0"	Oil Mat	=	1.1 "	Crushed Base
1.0"	Stone Subbase	=	0.8 "	Crushed Base
1.0"	Lime Treated Subgrade	=	0.8 "	Crushed Base

Above factors apply to materials that comply with Standard Specifications, Supplemental Standard Specifications, and Special Provisions.

TRAFFIC ANALYSIS

SECTION: Rock Point - Seven Oaks

HIGHWAY: Pacific

COUNTY: Jackson

6,200 Present ADT (1961)

15 Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ONE WAY EWL	AVERAGE ANNUAL EWL
2	150	2.6	390	270	450	121,500
3	125	2.6	325	225	1000	225,000
4	45	2.6	117	81	1250	101,250
5	605	2.6	1573	1089	3180	3,463,020
6	5	2.6	13	9	2570	23,130
				1674	TOTAL	

TOTAL AVERAGE ANNUAL DESIGN EWL	3,933,900
TWENTY YEAR EWL	78,678,000
TRAFFIC COEFFICIENT	11.3

ROCK POINT - SEVEN OAKS

Pacific Highway (FAR 3)

Jackson County

"EXISTING ROADWAY"

Three test holes were drilled in the subject section in February, 1967, and twenty-nine additional holes were drilled in May and August, 1967.

Visual inspection at the time of the condition survey revealed the A.C. wearing surface to be in poor condition, alligatored areas, extensive cracking, rutting was common, and heavy patching throughout the project. The Asphaltic Concrete varied in thickness from 4.5" to 10.0". Additional patching has been placed since the 1967 condition survey, but no depths are available at this time. The base material ranged in depth from 9.0" to 24.5". In general, tests of this material would meet the requirements for a low type stone subbase. Some pumping of the subgrade soil into the base material is evident.

In September, 1969, 185 deflection measurements were made on this section, and the following result was obtained:

Average Deflection	0.019
Evaluated (80%) O.W.T.	0.021
Traffic Coefficient	11.3
Twenty Year E.W.L.	78,678,000
Tolerable Deflection	0.0085
Percent Reduction Required	59.5
Crushed Base Equivalent Required	12.0"
Asphaltic Concrete Overlay Required	6.0"

ROCK POINT - SEVEN OAKS

Pacific Highway (FAR 3)

Jackson County

Mile Point	O.W.T.	I.W.T.
N.B. 282.90		0.020
	0.016	
	0.018	
		0.014
	0.016	
	0.014	
		0.016
	0.012	
	0.016	
		0.013
N.B. 282.20		0.013
	0.013	
	0.014	
		0.018
	0.013	
	0.013	
		0.018
	0.015	
	0.016	
		0.015
		0.016
S.B. 281.72		0.026
	0.030	
	0.030	
		0.021
	0.020	
	0.032	
		0.024
	0.030	
	0.020	
		0.021
N.B. 281.32		0.015
	0.019	
	0.017	
		0.016
	0.020	
	0.017	
		0.015
	0.015	
	0.017	
		0.019

Mile Point	O.W.I.	I.W.I.
S.B. 280.62		0.020
	0.015	
	0.014	
		0.017
	0.011	
	0.018	
		0.019
	0.016	
	0.017	
		0.023
	0.020	
	0.018	
		0.015
N.B. 280.30		0.020
	0.028	
	0.023	
		0.010
	0.016	
	0.017	
		0.019
	0.020	
	0.017	
		0.014
		0.014
N.B. 279.70		0.011
	0.016	
	0.014	
		0.013
	0.020	
	0.014	
		0.010
	0.018	
	0.015	
		0.016
	0.014	
	0.012	
		0.014
S.B. 279.25		0.016
	0.016	
	0.018	
		0.016
	0.018	
	0.016	
		0.015

Mile Point	O.W.I.	I.W.I.
S.B. 279.25 Cont.	0.016	
	0.016	
		0.020
S.B. 278.80		0.019
	0.015	
	0.014	
		0.020
	0.022	
	0.017	
		0.014
	0.020	
	0.017	
		0.014
		0.017
N.B. 278.50		0.014
	0.017	
	0.014	
		0.012
	0.020	
	0.014	
		0.013
	0.016	
	0.013	
		0.013
	0.014	
S.B. 277.80		0.016
	0.018	
	0.024	
		0.025
	0.040	
	0.038	
		0.030
	0.030	
	0.024	
		0.025
N.B. 277.15		0.015
	0.018	
	0.019	
		0.018
	0.020	
	0.030	
		0.018

Mile Point	O.W.I.	I.W.I.
N.B. 277.15 Cont.	0.020	
	0.021	
		0.018
S.B. 276.80		0.024
	0.024	
	0.018	
		0.027
	0.023	
	0.017	
		0.024
	0.026	
	0.018	
		0.018
S.B. 276.80		0.022
	0.018	
	0.016	
		0.022
	0.015	
	0.015	
		0.019
	0.019	
	0.018	
		0.022
	0.017	
	0.018	
		0.022
	0.021	
N.B. 276.30		0.016
	0.018	
	0.019	
		0.018
	0.020	
	0.016	
		0.018
	0.021	
	0.019	
		0.016
S.B. 275.80		0.016
	0.015	
	0.018	
		0.019
	0.032	
	0.020	
		0.023

Mile Point	O.W.I.	I.W.I.
S.B. 275.80 Cont.	0.030	
	0.021	
		0.019
N.B. 275.80		0.018
	0.019	
	0.017	
		0.018
	0.018	
	0.020	
		0.022
	0.021	
		0.022
	0.026	
		0.018

ROCK POINT - SEVEN OAKS
Pacific Highway
Jackson County

Station	Hole No.	Depth Inches	Top Size	P3"	P¾"	P4	P10	P40	P200	LL	PI	SE	LAR	Deg.	"R" Value	% Nat. Moisture	CLASSIFICATION AASHO	Texture
MP 282.75																		
SB Rt. 3'	15	0 - 8"	AC	Patched														
			Compared to:											13.49				
		8" - 17"	3"	56.4	33.1	27.6	13.9	4.4		18	0	40.0	20.0	0.7	85	——	A-1-a	Sa.Gr.
		17" - 30"	3"	93.8	76.0	56.8	37.9	22.7		28	8	——	——	——	30	8.7	A-2-4	Gr.(Sa.
MP 282.50																		
NB Lt. 8'	16	0 - 5½"	AC	Patched		Cracked												
														23.37				
		5½" - 26"	2"	68.8	33.5	22.9	12.2	6.2		22	0	29.6	NSM	2.1	85	5.5	A-1-a	Si.Sa.Gr.
			Compared to:															
		26" - 33"	3"	93.8	76.0	56.8	37.9	22.7		28	8	——	——	——	30	——	A-2-4	Gr.Si.Sa.
MP 282.30																		
SB Lt. 6'	14	0 - 6½"	AC	Patched														
			Compared to:											22.78				
		6½" - 8"	1½"	97.5	53.1	37.4	18.5	9.1		19	0	28.1	NSM	1.6	71	——	A-1-a	Si.(Gr.
			Compared to:											13.49				
		8" - 18"	3"	56.4	33.1	27.6	13.9	4.4		18	0	40.0	20.0	0.7	85	——	A-1-a	Sa.Gr.
		18" - 34"	#4	——	100.0	89.0	65.7	38.3		31	10	——	——	——	9	14.2	A-4(1)	Si.Sa.
MP 282.00																		
NB Rt. 8'	17	0 - 4½"	AC															
														22.78				
		4½" - 7"	1½"	97.5	53.1	37.4	18.5	9.1		19	0	28.1	NSM	1.6	71	5.9	A-1-a	Si.Sa.Gr.
			Compared to:											23.37				
		7" - 24"	2"	68.8	33.5	22.9	12.2	6.2		22	0	29.6	NSM	2.1	85	——	A-1-a	Si.Sa.Gr.
		24" - 36"	2"	92.7	75.2	58.1	42.9	28.6		27	5	——	——	——	18	12.4	A-2-4	Gr.Si.Sa.

ROCK POINT - SEVEN OAKS

Station	Hole No.	Depth Inches	Top Size	P3/4"	P4	P10	P40	P200	LL	PI	SE	LAR	Deg.	"R" Value	% Nat. Moisture	CLASSIFICATION AASHO	Texture
MP 281.80 SB Rt. 7'	13	0 - 7"	AC	Patched													
		7" - 8"	Tack & Level Course Compared to:										13.49				
		8" - 17"	3"	56.4	33.1	27.6	13.9	4.4	18	0	40.0	20.0	0.7	85	——	A-1-a	Sa.G
		17" - 30"	Compared to: 2"	93.0	73.1	49.3	31.7	21.5	27	3	——	——	——	67	——	A-1-b	Si.Sa.Gr.
MP 281.70 NB Lt. 8'	1 a	0 - 4½"	AC	Patched		Alligatored											
		4½" - 25"	+1½"	75.8	40.3	28.3	14.0	6.6	20	0	31.1	15.1	22.84 1.6	81	5.6	A-1-a	Si.Sa.Gr.
		25" - 28"	+3/4"	97.0	65.9	49.1	34.6	24.5	25	2	13.3	——	——	75	7.5	A-1-b	Si.Sa.Gr.
		28" - 36"	+#4	——	99.3	92.8	80.9	63.8	28	9	——	——	——	3	17.5	A-4(6)	Cl.Sa.
MP 281.50 NB Lt. 3'	18	0 - 5"	AC	Patched													
		5" - 6"	Level Course Compared to:	not sampled													
		6" - 20"	2"	68.8	33.5	22.9	12.2	6.2	22	0	29.6	NSM	23.37 2.1	85	——	A-1-a	Si.Sa.Gr.
		20" - 36"	3"	91.5	75.5	63.7	51.1	41.3	29	7	——	NSM	24.01 1.9	27	10.4	A-4(1)	Gr.Sa.Si.

ROCK POINT - SEVEN OAKS

Station	Hole No.	Depth Inches	Top Size	P3/4"	P4	P10	P40	P200	LL	PI	SE	LAR	Deg.	"R" Value	% Nat. Moisture	CLASSIFICATION AASHO	CLASSIFICATION Textura
MP 281.20 SB Lt. 8'	12	0 - 5½"	AC														
			Compared to:										22.78				
		5½" - 6"	1½"	97.5	53.1	37.4	18.5	9.1	19	0	28.1	NSM	1.6	71	——	A-1-a	Si.Sa.Gr.
													13.49				
		6" - 17"	3"	56.4	33.1	27.6	13.9	4.4	18	0	40.0	20.0	0.7	85	4.4	A-1-a	Sa.G
		17" - 30"	2"	93.0	73.1	49.3	31.7	21.5	27	3	——	——	——	67	9.8	A-1-b	Si.Sa.Gr.
MP 281.00 NB Rt. 10'	19	0 - 4½"	AC														
			Compared to:										23.37				
		4½" - 18"	2"	68.8	33.5	22.9	12.2	6.2	22	0	29.6	NSM	2.1	85	——	A-1-a	Si.Sa.Gr.
													18.8				
		18" - 22"	3"	56.9	35.6	30.7	17.0	6.8	19	0	——	19.4	0.7	84	9.5	A-1-a	Si.Sa.Gr.
			Compared to:										24.01				
		22" - 36"	3"	91.5	75.5	63.7	51.1	41.3	29	7	——	NSM	1.9	27	——	A-4(1)	Gr.Sa.Si.
MP 280.70 SB Rt. 11'	11	0 - 5"	AC														
			Compared to:										22.78				
		5" - 7"	1½"	97.5	53.1	37.4	18.5	9.1	19	0	28.1	NSM	1.6	71	——	A-1-a	Si.Sa.Gr.
			Compared to:										23.90				
		7" - 22"	2"	78.5	41.7	29.2	14.8	6.9	20	0	27.4	20.7	1.7	83	——	A-1-a	Si.Sa.Gr.
		22" - 38"	1½"	99.3	92.1	71.9	39.8	23.4	27	3	——	——	——	7	12.5	A-1-b	Gr.Si.Sa.

ROCK POINT - SEVEN OAKS

Station	Hole No.	Depth Inches	Top Size	P3/4"	P4	P10	P40	P200	LL	PI	SE	LAR	Deg.	"R" Value	% Nat. Moisture	CLASSIFICATION AASHO	Texture
MP 280.50 NB Lt.4'	20	0 - 5"	AC	Patched, cracked													
		5" - 14"	3"	56.9	35.6	30.7	17.0	6.8	19	0	——	19.4	18.8 0.7	84	9.5	A-1-a	Si.Sa.Gr.
		14" - 36"	2"	97.9	91.0	80.6	65.9	40.3	26	2	——	——	——	7	17.6	A-4(1)	Si.
MP 280.12 SB Lt. 8'	10	0 - 5½"	AC														
		5½" - 7"	1½"	97.5	53.1	37.4	18.5	9.1	19	0	28.1	NSM	22.78 1.6	71	5.9	A-1-a	Si.Sa.Gr.
		Compared to:															
		7" - 22"	2"	78.5	41.7	29.2	14.8	6.9	20	0	27.4	20.7	23.90 1.7	83	——	A-1-a	Si.Sa.Gr.
		Compared to:															
		22" - 36"	2"	89.5	68.5	57.0	42.2	27.2	26	4	——	——	——	42	——	A-2-4	Gr.Si.Sa.
MP 280.00 NB Rt. 6'	21	0 - 6½"	AC	Patched													
		Compared to:															
		6½" - 17"	3"	56.9	35.6	30.7	17.0	6.8	19	0	——	19.4	18.8 0.7	84	——	A-1-a	Si.Sa.Gr.
		Compared to:															
		17" - 36"	2"	97.9	91.0	80.6	65.9	40.3	26	2	——	——	——	7	——	A-4(1)	Si.Sa.
MP 279.70 SB Rt. 4'	9	0 - 6½"	AC	Patched													
		Compared to:															
		6½" - 8"	1½"	97.5	53.1	37.4	18.5	9.1	19	0	28.1	NSM	22.78 1.6	71	——	A-1-a	Si.Sa.Gr.
		Compared to:															
		8" - 22"	2"	78.5	41.7	29.2	14.8	6.9	20	0	27.4	20.7	23.90 1.7	83	——	A-1-a	Si.Sa.Gr.
		22" - 36"	2"	89.5	68.5	57.0	42.2	27.2	26	4	——	——	——	42	10.7	A-2-4	Gr.Si.Sa.

ROCK POINT - SEVEN OAKS

Station	Hole No.	Depth Inches	Top Size	P3/4"	P4	P10	P40	P200	LL	PI	SE	LAR	Deg.	"R" Value	% Nat. Moisture	CLASSIFICATION AASHO	Texture
MP 279.50 NB Lt. 7'	22	0 - 6½"	AC Patched Compared to:										18.8				
		6½" - 17½"	3"	56.9	35.6	30.7	17.0	6.8	19	0	——	19.4	0.7	84	——	A-1-a	Si.Sa.Gr.
		17½" - 38"	2"	96.9	90.0	80.0	49.2	23.6	19	0	——	NSM	——	55	7.1	A-1-b	Gr. Sa.
MP 279.20 SB Lt. 9'	8	0 - 5½"	AC Patched Compared to:										22.78				
		5½" - 7"	1½"	97.5	53.1	37.4	18.5	9.1	19	0	28.1	NSM	1.6	71	——	A-1-a	Si.Sa.Gr.
		7" - 22"	Compared to: 2"	78.5	41.7	29.2	14.8	6.9	20	0	27.4	20.7	23.90 1.7	83	——	A-1-a	Si.Sa.Gr.
		22" - 35"	Compared to: 3"	90.5	74.2	61.8	39.8	23.3	21	1	19.8	——	——	42	——	A-1-b	Gr.Si.Sa.
MP 279.00 NB Rt. 6'	23	0 - 5"	AC														
		5" - 6"	Level Course not sampled														
		6" - 9½"	AC														
		9½" - 12"	Base Rock 1" - 0 not sampled														
		12" - 26"	4"	54.7	26.3	21.8	15.2	9.5	24	5	13.1	17.7	15.8 0.3	71	5.0	A-1-a	Si.Sa.Gr.
		26" - 36"	Compared to: 2"	96.9	90.0	80.0	49.2	23.6	19	0	——	NSM	——	55	——	A-1-b	Gr.Si.Sa.

ROCK POINT - SEVEN OAKS

Station	Hole No.	Depth Inches	Top Size	P3/4"	P4	P10	P40	P200	LL	PI	SE	LAR	Deg.	"R" Value	% Nat. Moisture	CLASSIFICATION AASHO	Textura
MP 278.80 SB Rt. 2'	7	0 - 5½"	AC	Patched													
		5½" - 7"	1½"	97.5	53.1	37.4	18.5	9.1	19	0	28.1	NSM	22.78 1.6	71	5.9	A-1-a	Si.Sa.Gr.
		7" - 22"	2"	78.5	41.7	29.2	14.8	6.9	20	0	27.4	20.7	23.90 1.7	83	5.4	A-1-a	Si.Sa.Gr.
		22" - 40"	3"	90.5	74.2	61.8	39.8	23.3	21	1	19.8	——	——	42	9.9	A-1-b	Gr.Si.Sa.
MP 278.50 NB Lt. 11'	24	0 - 5"	AC	Patched													
			Compared to:										15.8				
		5" - 20"	4"	54.7	26.3	21.8	15.2	9.5	24	5	13.1	17.7	0.9	71	——	A-1-a	Si.Sa.Gr.
		20" - 38"	#4	——	100.0	90.0	63.2	40.8	22	3	——	——	——	7	13.6	A-4(1)	Si.Sa.
MP 278.40 SB Lt. 9'	6	0 - 6"	AC	Patched													
			Compared to:														
		6" - 24"	2"	76.9	39.3	32.3	16.7	8.1	20	0	25.7	——	——	83	——	A-1-a	Si.Sa.Gr.
			Compared to:														
		24" - 36"	3"	82.1	66.2	60.9	53.0	36.8	29	8	——	——	——	23	——	A-4	Gr.Sa.Si.
MP 278.00 NB Rt. 12'	25	0 - 10"	AC														
		10" - 12"	Level Course	not sampled													
			Compared to:										15.8				
		12" - 22"	4"	54.7	26.3	21.8	15.2	9.5	24	5	13.1	17.7	0.9	71	——	A-1-a	Si.Sa.Gr.
		22" - 38"	2"	87.1	62.0	51.8	37.6	26.5	27	3	——	——	——	35	14.4	A-2-4	Si.Sa.

ROCK POINT - SEVEN OAKS

Station	Hole No.	Depth Inches	Top Size	P3/4"	P4	P10	P40	P200	LL	PI	SE	LAR	Deg.	"R" Value	% Nat. Moisture	CLASSIFICATION AASHO	Texture
MP 277.90 SB ℄	5	0 - 7"	AC	Patched													
		7" - 9"	1½"	97.5	53.1	37.4	18.5	9.1	19	0	28.1	NSM	22.78 1.6	71	5.9	A-1-a	Si.Sa.Gr.
		9" - 19"	4"	55.0	28.6	22.0	15.5	10.7	23	3	22.1	15.0	16.20 1.0	57	6.4	A-1-a	Si.Sa.Gr.
		19" - 36"	2"	95.7	85.8	80.5	73.1	60.4	28	8	——	——	——	6	13.9	A-4(5)	Sa.Si.
MP 277.50 NB Lt.8'	26	0 - 5"	AC	Patched													
		5" - 7"	Level Course	not sampled													
		7" - 19"	3"	59.2	23.3	16.8	10.9	6.3	21	0	21.7	NSM	15.1 0.7	83	4.3	A-1-a	Si.Sa.Gr.
		19" - 37"	Compared to: 2"	87.1	62.0	51.8	37.6	26.5	27	3	——	——	——	35	——	A-2-4	Si.Sa.
MP 277.30 SB Lt. 5'	4	0 - 4½"	AC														
		4½" - 6"	Compared to: 1½"	97.5	53.1	37.4	18.5	9.1	19	0	28.1	NSM	22.78 1.6	71	——	A-1-a	Si.Sa.Gr.
		6" - 19"	Compared to: 2"	76.9	39.3	32.3	16.7	8.1	20	0	25.7	——	——	83	——	A-1-a	Si.Sa.Gr.
		19" - 36"	Compared to: 3"	82.1	66.2	60.9	53.0	36.8	29	8	——	——	——	23	——	A-4	Gr.Sa.Si.

ROCK POINT - SEVEN OAKS

Station	Hole No.	Depth Inches	Top Size	P3/4"	P4	P10	P40	P200	LL	PI	SE	LAR	Deg.	"R" Value	% Nat. Moisture	CLASSIFICATION AASHO	Texture
MP 277.25 SB Rt. 9'	2a	0 - 5"	AC	Patched, cracked													
		5" - 23"	1½"	77.1	43.0	30.7	17.1	8.6	21	1	21.9	16.2	20.78 1.8	76	5.7	A-1-a	Si.Sa.Gr.
		23" - 36"	+1"	96.3	84.9	69.3	49.3	30.7	28	3	13.3	——	——	28	13.0	A-2-4	Gr.Sa.
MP 277.00 NB Rt. 5'	27	0 - 9"	AC														
		9" - 10"	Level Course Compared to:	not sampled													
		10" - 19"	3"	59.2	23.3	16.8	10.9	6.3	21	0	21.7	NSM	15.1 0.7	83	——	A-1-a	Si.Sa.Gr.
		19" - 28"	2"	75.3	47.7	35.5	20.5	10.3	20	0	22.3	——	18.8 1.0	61	7.2	A-1-a	Si.Sa.Gr.
		+28"	Solid Bedrock														
MP 276.80 SB Rt. 9'	3	0 - 5½"	AC	Patched													
		5½" - 8"	1½"	97.5	53.1	37.4	18.5	9.1	19	0	28.1	NSM	22.78 1.6	71	5.9	A-1-a	Si.Sa.Gr.
		8" - 25"	2"	76.9	39.3	32.3	16.7	8.1	20	0	25.7	——	——	83	5.9	A-1-a	Si.Sa.Gr.
		25" - 37"	3"	82.1	66.2	60.9	53.0	36.8	29	8	——	——	——	23	15.2	A-4	Gr.Sa.Si.

ROCK POINT - SEVEN OAKS

Station	Hole No.	Depth Inches	Top Size	P3/4"	P4	P10	P40	P200	LL	PI	SE	LAR	Deg.	"R" Value	% Nat. Moisture	CLASSIFICATION AASHO	Texture
MP 276.50 NB Lt. 10'	28	0 - 7½"	AC Patched Compared to:										15.1				
		7½" - 17½"	3"	59.2	23.3	16.8	10.9	6.3	21	0	21.7	NSM	0.7	83	——	A-1-a	Si.Sa.Gr.
		17½" - 38"	#4	——	100.0	99.9	97.4	52.3	28	0	——	——	——	19	7.2	A-4(4)	Si.
MP 276.30 SB Lt. 7'	2	0 - 7"	AC Compared to:										22.78				
		7" - 9"	1½"	97.5	53.1	37.4	18.5	9.1	19	0	28.1	NSM	1.6	71	——	A-1-a	Si.Sa.Gr.
		9" - 22"	3"	62.0	29.3	22.1	15.2	9.6	22	2	18.9	22.1	22.14 1.0	80	4.9	A-1-a	Si.Sa.Gr.
		22" - 36"	3"	74.8	55.2	48.1	38.9	28.5	26	4	——	——	——	16	13.4	A-2-4	Si.Sa.Gr.
MP 276.00 NB Rt. 6'	29	0 - 4½"	AC														
		4½" - 6"	Level Course	not sampled													
		6" - 27"	2"	71.8	36.8	25.8	13.6	6.1	19	0	27.9	21.3	17.8 1.5	84	7.0	A-1-a	Si.Sa.Gr.
		27" - 36"	Shot Rock	not sampled													

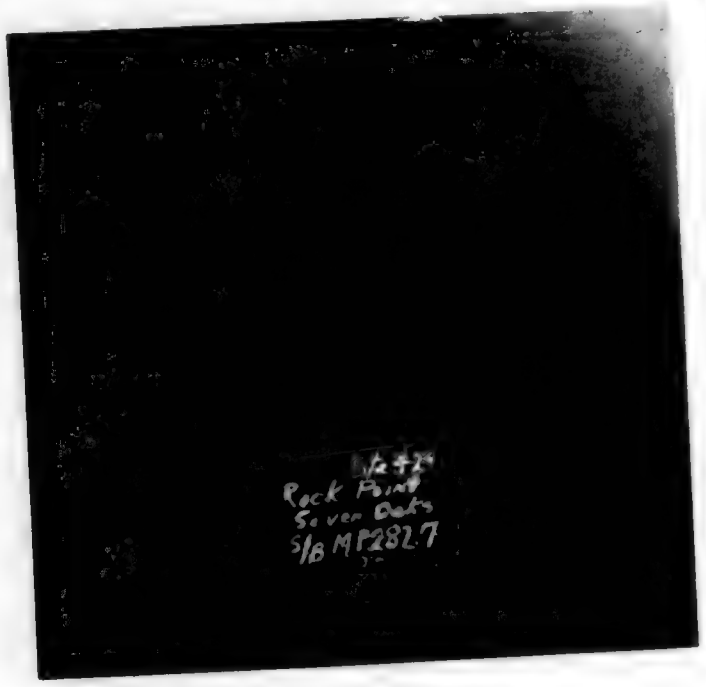
ROCK POINT - SEVEN OAKS

Station	Hole No.	Depth Inches	Top Size	P3/4"	P4	P10	P40	P200	LL	PI	SE	LAR	Deg.	"R" Value	% Nat. Moisture	CLASSIFICATION AASHO	Textura
MP 275.80																	
SB Rt. 5'	1	0 - 9"	AC Patched Compared to:										22.78				
		9" - 10"	1½"	97.5	53.1	37.4	18.5	9.1	19	0	28.1	NSM	1.6	71	——	A-1-a	Si.Sa.Gr.
		10" - 24"	3"	47.9	25.3	19.9	14.1	8.8	21	0	17.2	19.3	15.49 0.7	87	4.7	A-1-a	Si.Sa.Gr.
		24" - 38"	3"	67.1	51.7	46.9	36.6	24.7	27	7	——	NSM	24.82 3.6	30	12.3	A-2-4	Si.Sa.Gr.
MP 275.60																	
NB Lt. 6'	30	0 - 4½"	AC Patched														
		4½" - 6"	Oil Mat														
		6" - 8"	Level Course	not sampled													
		8" - 20"	3"	74.2	3[illegible].7	19.8	10.9	6.7	19	0	——	15.1	14.1 0.5	83	——	A-1-a	Si.Sa.Gr.
		20" - 36"	3"	75.2	48.8	40.4	31.3	22.4	25	4	——	——	20.5 1.7	44	9.8	A-1-b	Sa.Si [illegible]r.

ROCK POINT - SEVEN OAKS

Pacific Hwy.

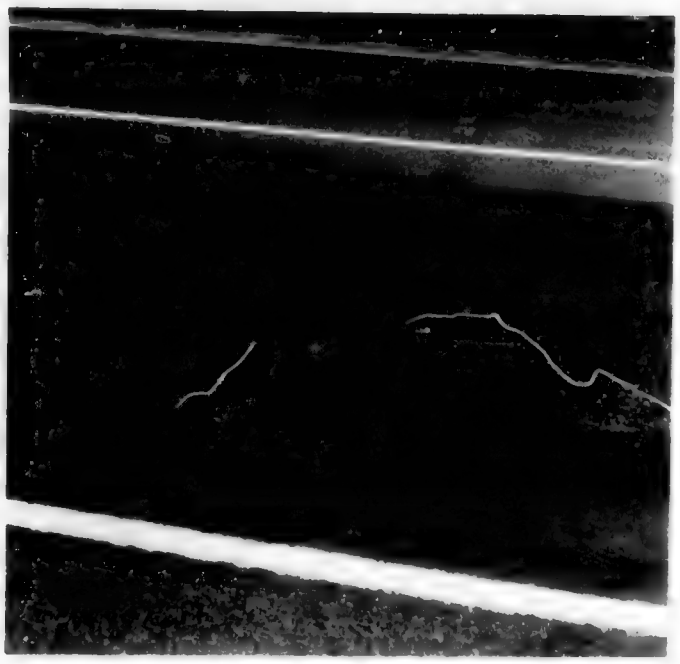
Josephine Co.



ROCK POINT - SEVEN OAKS

Pacific Hwy.

Josephine Co.



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Sta 397

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Sta 390

ROCK POINT - SEVEN OAKS

Pacific Hwy.

Josephine Co.

STA 397

ROCK POINT - SEVEN OAKS

Pacific Hwy.

Josephine Co.

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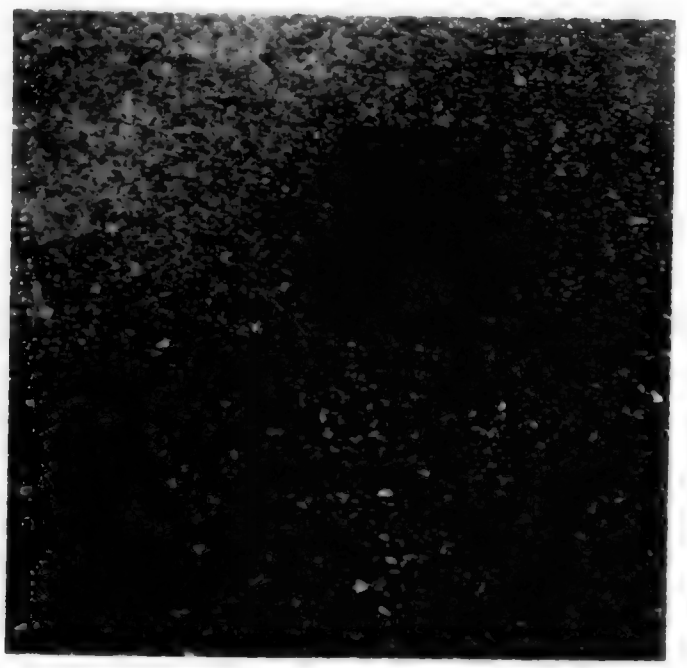
ROCK POINT - SEVEN OAKS

Pacific Hwy.

Josephine Co.



ROCK POINT - SEVEN OAKS

Pacific Hwy.

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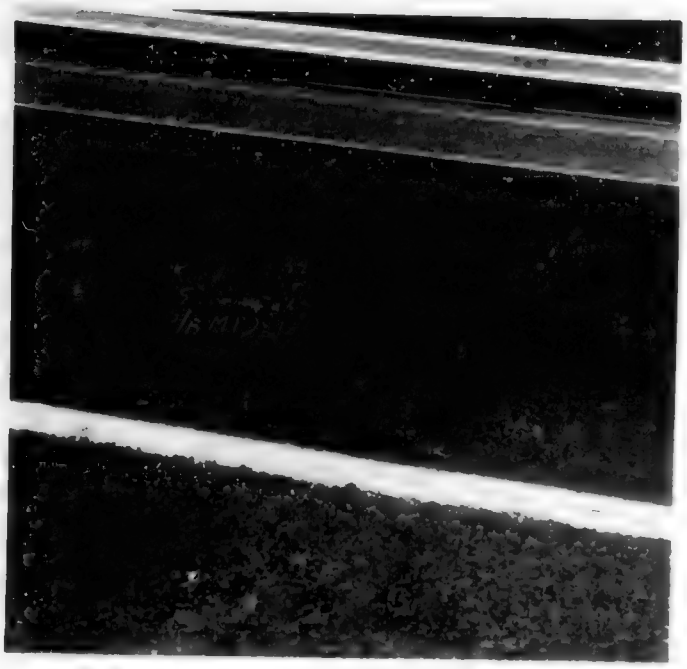

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ROCK POINT - SEVEN OAKS

Pacific Hwy.

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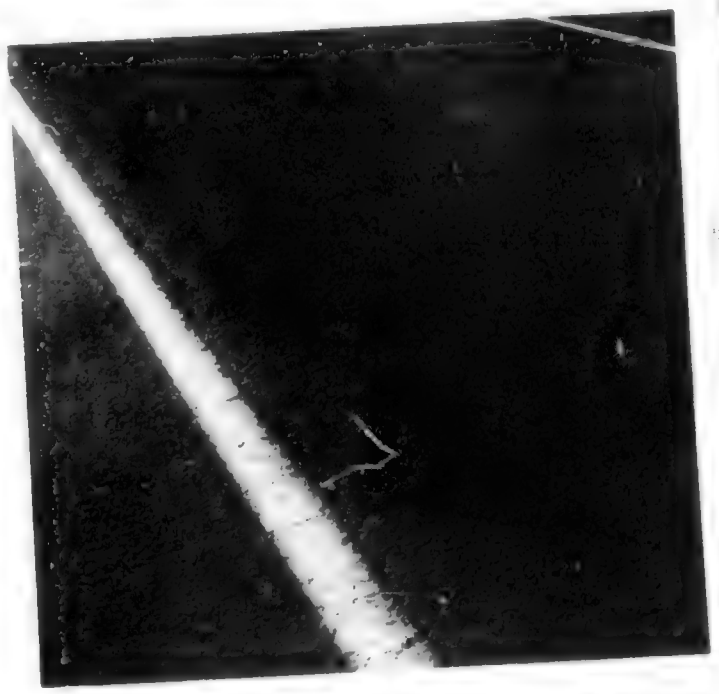
Sta 305+00

Sta 268

ROCK POINT - SEVEN OAKS

Pacific Hwy.

Josephine Co.



ROCK POINT - SEVEN OAKS

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ROCK POINT - SEVEN OAKS

Pacific Hwy.

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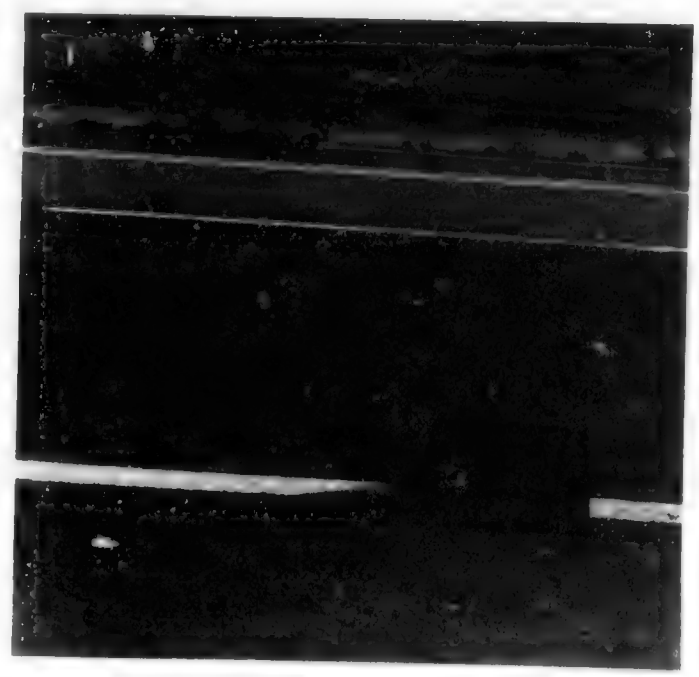

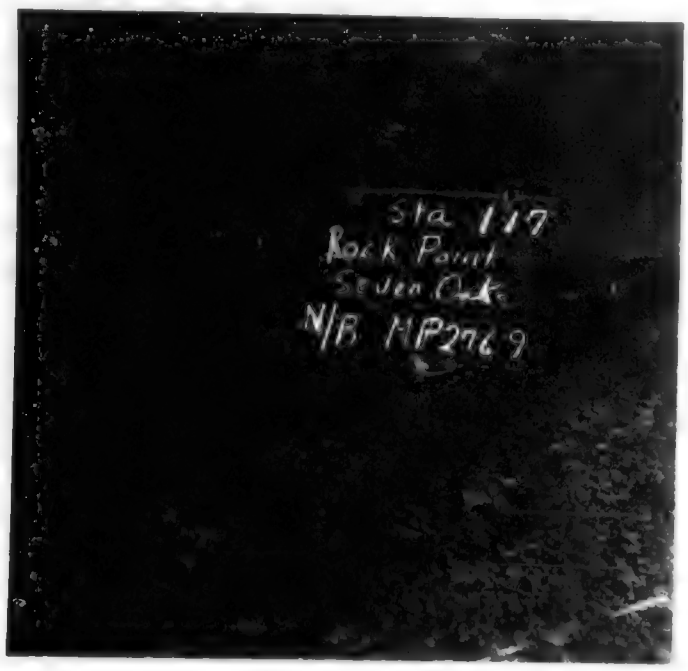

ROCK POINT - SEVEN OAKS

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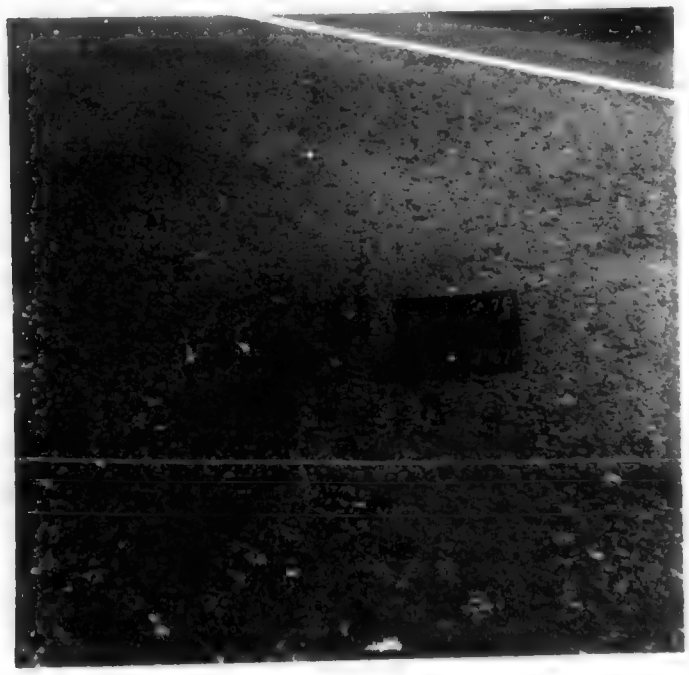

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Pacific Hwy.

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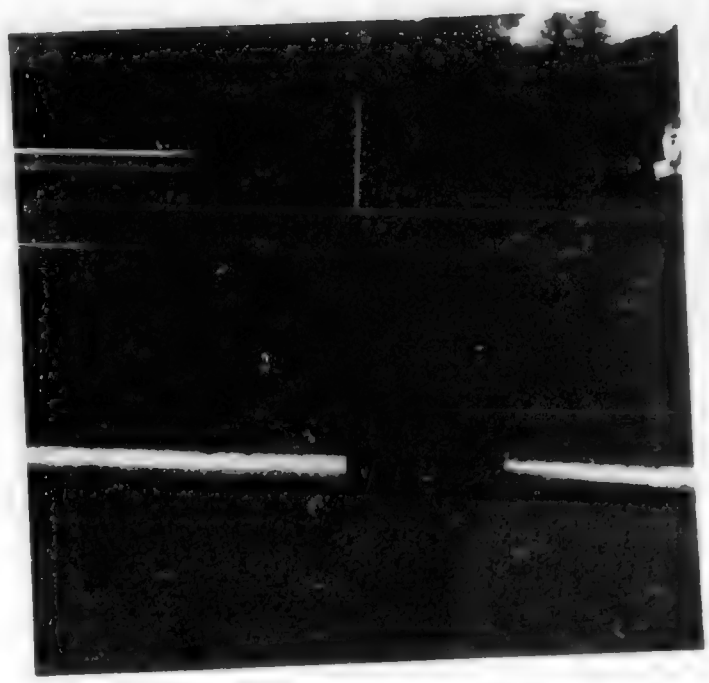

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EXECUTIVE DEPARTMENT

5 CAPITOL • • • • • • • • • SALEM, OREGON 97310

TOM McCALL
GOVERNOR

EDWARD G. WESTERDAHL, II
Director

March 17, 1970

Mr. Forrest Cooper
State Highway Engineer
Department of Transportation
State Highway Building
Salem, Oregon 97310

ARLINGTON-MORROW COUNTY LINE SECTION
ELK RIVER-PORT ORFORD SECTION
FOGARTY CREEK SCENIC STRIP
JUMPOFF JOE CREEK-GRANTS PASS SECTION
PARK STREET-TOLMAN CREEK ROAD SECTION
ROCK POINT-SEVEN OAKS SECTION

Your Notices of Intent relative to the above projects have been referred to the appropriate state agencies for comment. All have expressed approval of the projects.

We are pleased to add our approval.

Ed

Edward G. Westerdahl, II

REFERRED TO
Young
By ... State Hwy. Engr

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MAR 19 1970
OFFICE OF
STATE HIGHWAY ENGINEER

Original to Young
5-23-70

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UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

I-5-1(72)36
7415

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: February 18, 1970

In reply refer to: 08-35-EC

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

Klaboe

SUBJECT: Oregon Project I-5-1(-)36
Rock Point - Seven Oaks Section
Design Approval

Design approval in accordance with the requirements of paragraph 10 of PPM 20-8 is hereby given for the construction of a pavement overlay and appropriate minor safety items on the subject project. This approval is based on our August 25, 1967 determination for estimate purposes that this section of highway is eligible for a pavement overlay under IM 21-1-67 and also on the concept that the Bureau of Public Roads acceptance of the standards recommended in AASHO's "Highway Design and Operational Practices Relating to Safety" (yellow book) constitutes tacit approval of the design of work of this type.

Approval of the detailed design including exact location and extent of the specific items involved will be accomplished under PS&E approval.

orig to Young
2-24-70
copy to Barker

NOTED
F. B. KLABOE

RECEIVED
FEB 24 1970
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JUN 24 1970
FOR FILING

I-5-1(73)36
7415
1967-1970

February 4, 1970

Mr. R. H. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street N. E.
Salem, Oregon 97301

Rock Point-Seven Oaks Section
(Rave and Sign)
Project No. I-5-1 (-) 36 Safety
Pacific Highway
Jackson County

Dear Sir:

We hereby request your concurrence that design approval was given for the subject project when the Bureau of Public Roads approved on June 28, 1967 Project I-5-1 (67) 36, Rock Point-Seven Oaks Section. Project I-5-1 (67) 36 includes all phases of preliminary engineering for detail design analysis and P. S. & E. preparation of additional pavement layers to provide sufficient structural strength for future stage construction on the existing four 12-foot lanes paved under Project I-5-1 (23) 36, Rock Point-Seven Oaks Section. Also, the Bureau of Public Roads approved in letter of August 25, 1967, for estimate purpose, pavement overlay design thickness for the 1968 Interstate Cost Estimate compiled in accordance with Section 104 (b) (5), Title 23, U. S. Code, Highways. In view of these facts and others set forth hereinafter, we are of the opinion that the intent of current PPM 20-8 has been fulfilled for the subject project which is considered as stage construction on this section of I-5. We also request your confirmation that no further action is required for the subject project under paragraph 10 of PPM 20-8.

The work to be accomplished under subject project is primarily the placement of an overlay of high-type pavement on the traffic lanes and shoulders. In order to conform to the latest standards which embody safety features and practices set forth in the "yellow book", Highway Design and Operational Practice Related to Highway Safety published by AASHO, the work will also include modifying sign installations, where required, to incorporate breakaway type posts and updating guardrail and median barrier installations.

The subject project does not have an adverse effect upon the abutting property, nor change the layout or function of connecting roads, streets and existing facilities and does not require additional right-of-way. Therefore, the proposed work does not change or alter the location or design of Project I-5-1 (53) 24, but only corrects an apparent pavement deficiency and improves the safety of this section of I-5.

Very truly yours,

Fearnot Cooper
State Highway Engineer

By

L. H. Young
Program & Planning Engineer

JG:aw

cc: F. B. Klabee
D. J. Barbee
R. W. Ellison
R. L. Gifford
R. N. Chase

RECEIVED JUL 7 - 1967 BPR

FOR FILING

FORM PR-111 (11-65) UNITED STATES GOVERNMENT

Memorandum

I-5-1(72)36

7415

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

DATE: June 28, 1967

In reply refer to: 08-35.EC/710.11

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: T. Dec
Engineering Coordinator

SUBJECT: Oregon Federal-aid Interstate Program

Mr. Young's June 9 and 19, 1967 letters transmitted four items for inclusion in the subject program. These Stage 2 Preliminary Engineering and Construction Phase projects are approved today:

Item	Project	Location	Work
496	I-80N-2(38)53	Starvation Creek Rest Area	Rest Area Facilities
497	I-5-2(56)100	Myrtle Creek-Canyonville	PE (Future Stage Const)
498	I-5-1(67)36	Rock Point-Seven Oaks	PE (Future Stage Const)
499	I-5-2(57)59	Jumpoff Joe Crk-N. Grants Pass	PE (Future Stage Const)

On Item 496, I-80N-2(38)53 Starvation Creek Rest Area, you were advised by our June 22, 1967 memorandum on Project I-80N-2(35)43 of the Interstate fund eligibility of contract work of this rest area under the Cascade Locks-Mitchell Point contract. This program approval now provides for the rest area facilities including the water system, lighting and landscaping.

Items 497, 498 and 499; Preliminary Engineering projects: In accordance with our October 20, 1965 memorandum concerning Oregon Project I-5-4(22)228 we will expect you to clearly delineate the degree of access control on the crossroads. In addition we will expect that all utility access rights will be acquired. Your certification concerning such rights should specifically make reference to these two features and be applicable thereto. With this understanding you are authorized to proceed with all phases of preliminary engineering on these three projects.

This action provides for improvement on 25.41 miles of Interstate Highways at a total estimated cost of $126,000 of which $115,000 is reserved as Federal-aid Interstate funds.

7-6-67
REFERRED TO
Young
Asst. State Hwy. Engr.

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

I-5-1(72)3C
7415

MJO:LD

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

6-19-67

FEDERAL-AID PR

(PPM 2

| CARD | | |

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
	ADT	5,250	17,700	81	08	Oregon	38	042	498

FFY AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
					I-	5-1(67)		36	

COUNTY NAME	CODE	PROGRAM STAGE
Jackson	029	[ ] 1 or [X] 2

ROUTE NO.	FEDERAL-AID	STATE	U.S.
I	I-5		I-5

MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
7.44	10,500	9,600	900		Preliminary engrg. all phases. (For future stage construction of add'l pavement layers on the existing 4-12' lanes pavement structure.)
7.44	10,500	9,600	900		

REMARKS

Additional Data: Item 209, Project I-5-1(33)36.

USCOMM DUSCOMM-DC 48908-P61

REMARKS - Continued

The proposed project consists of all phases of P.E. for detailed design analysis and P.S. & E. preparation of additional pavement layers to provide sufficient structural strength to assure desired serviceability during the design period 1961 to 1981 in accordance with IM-21-1-67.

The estimated cost of the P.E. is as follows:

Field Work	$ 8,800
P.S. & E. Preparation.	1,700
Total.	$10,500

RECEIVED
MAY 9 - 1967

Form CD-121 (11-61) (Prom. by A.O. 206-10) UNITED STATES GOVERNMENT

Memorandum

ICL/AB/DE

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
~~U.S. DEPARTMENT OF COMMERCE~~
~~BUREAU OF PUBLIC ROADS~~
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

I-5-1(72)36

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: May 4, 1967

7415

In reply refer to: 08-35-EC

FROM : A. E. Parsons, Division Engineer
Salem, Oregon

By: M. E. Martin
District Engineer

SUBJECT: Oregon Project I-5-1(--)36
Seven Oaks - Rock Point Section
Pavement Overlay

Mr. Decker's April 6, 1967 letter furnished information regarding a condition examination on the subject section. We have made a field review of the section and concur in your opinion that the pavement probably will not provide adequate performance through the year 1981. You should now proceed with an abbreviated design analysis for purposes of the 1968 Interstate Cost Estimate. If a tentative design is accepted for this purpose, you may then program a preliminary engineering project on this section which could include a detailed design analysis.

5-8-67
REFERRED TO
Morgan - Decker - Rowland - Young
BY ASST. STATE HWY. ENGR.

RECEIVED
MAY 5 1967
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
F.B. KLABOE

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

315-1722 Phoenix (Church St.) Section 1970
(Grading and paving)
#7416

CIA 3874

OREGON STATE HIGHWAY DEPARTMENT

FORM A-150 (3-64)

HIGHWAY DEPARTMENT INVOICE

NO. 103915

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
11-12-70	CC 1240		315-179[illegible]-295

City of Phoenix
City Hall
Phoenix, Oregon 97535

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Attention: Mrs. Frances Stevenson, Recorder			
Final Billing: Special City Allotment project on Church Street. Contract No. 7116. Covered by agreement dated March 4, 1970.			
City's Advance Deposit			2,550.00
As per attached			
Final Cost		20,435.60	
Agreed State Share		18,016.10	
Agreed City Share			2,419.50
To be refunded			130.50

RECEIVED
COUNTY & CITY SECTION
NOV 12 1970
☐ ENGR. ☑ COOR. ☐ OE ☐ AE ☑ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Warrant No. _____

By _____

N STATE HIGHWAY DEPARTMENT

CONTRACT PAYMENT VOUCHER

A-20 (REV. 6-63)

COUNTY: JACKSON | CONTRACT NO.: 7416 | ESTIMATE NO.: F

HIGHWAY: CITY STREET | FEDERAL AID PROJECT NO.:

SECTION: PHOENIX /CHURCH STREET/

ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE
9N GENERAL EXCAVATION	LUMP SUM	2250.0000	100.000
9N COARSE AGGREGATE BASE, 12 INCHES THICK	SQ YDS.	1.7500	2,621.097
9N 3/4IN-0 AGGREGATE BASE, 2 INCHES THICK	SQ YDS	.3000	2,406.656
9N CLASS B ASPHALT CONCRETE,3 1/2 IN THICK	SQ YDS	2.0500	2,406.656
9N 12-INCH SEWER PIPE	LIN FT	7.8000	106.000
9N CONCRETE INLETS, TYPE G-2MA	ONLY	160.0000	1.000
9N CONCRETE INLETS, TYPE G-2	ONLY	140.0000	1.000
9N CONCRETE CURBS	LIN FT	2.5000	967.800
9N ASPHALT DRIVEWAYS	SQ YDS	4.0000	266.600
9N ADJUSTING MANHOLES	ONLY	75.0000	2.000
9N ADJUSTING BOXES	ONLY	50.0000	1.000

09 17 70 PG. 1 7416

OUS VOUCHER NO. 7416

KED BY: CP/js

NEER OR AUDITOR: B. E. Brown

TOTAL CONTRACT ITEMS

% RETAINED ON CONTRACT ITEMS

FORCE ACCOUNT

TOTAL PAYMENTS

CONTRACT NO. 7414 | ESTIMATE NO. 4 F | PREFIX NO'S 315 1722 204(41) 905.45 Dr.

FEDERAL AID PROJECT NO.

RCH STREET/

	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
	LUMP SUM	2250.0000	100.000	2250.00	2250.00	
	SQ YDS.	1.7500	2,621.097	4586.92	4586.92	
	SQ YDS	.3000	2,406.656	722.00	722.00	
	SQ YDS	2.0500	2,406.656	4933.64	4933.64	
	LIN FT	7.8000	108.000	842.40	842.40	
	ONLY	160.0000	1.000	160.00	160.00	
	ONLY	140.0000	1.000	140.00	140.00	
	LIN FT	2.5000	967.800	2419.50	2419.50	
	SQ YDS	4.0000	266.600	1066.40	1066.40	
	ONLY	75.0000	2.000	150.00	150.00	
	ONLY	50.0000	1.000	50.00	50.00	

TOTAL CONTRACT ITEMS	17320.86	17320.86	
% RETAINED ON CONTRACT ITEMS		905.45	905.45
FORCE ACCOUNT			
TOTAL PAYMENTS	17,320.86	16,415.41	905.45

OREGON STATE HIGHWAY DEPARTMENT 09/17/70 PROGRESS ESTIMAT

SECTION PHOENIX /CHURCH STRE /
COUNTY JACKSON
AWARDED 08
HIGHWAY CITY STREET
A) 90 CWD
SPECIFIED COMPLETION B)
EXTENSION
C)
TYPE WORK GRADING AND PAVING
CONTRACTOR M C LININGER & SONS INC MEDFORD

ITEM NO.	ITEM NAME / UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION QUANTITY	ORIGINAL AUTHORIZATION AMOUNT	CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT
001	GENERAL EXCAVATION LUMP SUM	22500000	100000	225000	100000	225000
002	COARSE AGGREGATE BASE. 12 INCHES THICKSQ YDS	17500	2770000	484750	2621097	458692
003	3/4IN-0 AGGREGATE BASE. 2 INCHES THICK SQ YDS	3000	2530000	75900	2406656	72200
004	CLASS B ASPHALT CONCRETE. 3 1/2 IN THICK SQ YDS	20500	2530000	518650	2406656	493364
005	12-INCH SEWER PIPE LIN FT	78000	120000	93600	108000	84240
006	CONCRETE INLETS. TYPE G-2MA ONLY	1600000	1000	16000	1000	16000
007	CONCRETE INLETS. TYPE G-2 ONLY	1400000	1000	14000	1000	14000
008	CONCRETE CURBS LIN FT	25000	1020000	255000	967800	241950
009	ASPHALT DRIVEWAYS SQ YDS	40000	270000	108000	266000	106640
010	ADJUSTING MANHOLES ONLY	750000	2000	15000	2000	15000
011	ADJUSTING BOXES ONLY	500000	1000	5000	1000	5000

ROGRESS ESTIMATE AND COST REPORT

PAGE NO. 01 FORM E-498 (REV. 5-69)

AWARDED 05 12 70 F.A.P. CONTRACT NO. 7416 WORK DONE TO:

EXTENSION APPROVED PREFIX 315 1722

A) 69 CMD ESTIMATED DATE

N & SONS INC USED B) ESTIMATE NO. 004 OF COMPLETION:

C) FINAL

RRECTED ESTIMATE		PERFORMED TO DATE 08/14/70		TO COMPLETE 08/14/70		GROUP OR N	NEW TOTAL TO DATE	
ANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT		QUANTITY	AMOUNT
100000	225000	100000	225000			9N		
2621097	458692	2621097	458692			9N		
2406656	72200	2406656	72200			9N		
2406656	493364	2406656	493364			9N		
108000	84240	108000	84240			9N		
000	16000	1000	16000			9N		
000	14000	1000	14000			9N		
967800	241950	967800	241950			9N		
266600	106640	266600	106640			9N		
2000	15000	2000	15000			9N		
1000	5000	1000	5000			9N		

OREGON STATE HIGHWAY DEPARTMENT 09/17/70 PROGRESS ESTIMAT

SECTION PHOENIX /CHURCH STRE /
COUNTY JACKSON
AWARDED 06
HIGHWAY CITY STREET
SPECIFIED COMPLETION A) 90 CWD
B)
C)
EXTENSION
TYPE WORK GRADING AND PAVING
CONTRACTOR M L LININGER & SONS INC MEDFORD

ITEM NO.	ITEM NAME / UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION QUANTITY	ORIGINAL AUTHORIZATION AMOUNT	CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT
	TOTALS FOR ORIG. CONTRACT			1810[illegible]		1732086
	* TOTAL PAY COSTS			1810[illegible]		1732086
	STATE FORCE ORDERS					
92001	REMOVE & REPLACE SIGNAL WIRES & STANDARD					25000
98999	CONTINGENCIES			81490		
99999	ENGINEERING			181490		245614
	GRAND TOTALS			2073480		2002700

RESIDENT ENGINEER ---------- DATE D

PROGRESS ESTIMATE AND COST REPORT

PAGE NO. 02 FORM E-498 (REV. 5-69)

AWARDED 06 12 70 F.A.P. CONTRACT NO. 7416 WORK DONE TO:

CWO

EXTENSION APPROVED PREFIX 315 1722

A) 49 CWO ESTIMATED DATE

NGER & SONS INC USED B) ESTIMATE NO. 004 OF COMPLETION:

C) FINAL

CORRECTED ESTIMATE		PERFORMED TO DATE 08/14/70		TO COMPLETE 08/14/70		GROUP POR N	NEW TOTAL TO DATE	
QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT		QUANTITY	AMOUNT
	1732086		1732086					
	1732086		1732086					
	25000		1484		23516	9N		
	245614		163180		82434			
	2002700		1896750		105950			

DATE DIVISION ENGINEER

RECEIVED
SEP 22 1970

315-1722
7416

September 21, 1970

United Pacific Insurance Co.
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

On September 16, 1970, we wrote to you concerning release of final payment on Contract No. 7416 awarded to M. O. Lininger and Sons, Inc., for grading and paving Church Street in Phoenix, Jackson County.

Final payment on this contract is $905.45 and the total contract amount is $17,330.86. No work was performed under force account.

Very truly yours,

Floyd Avery, Secretary
OREGON STATE HIGHWAY COMMISSION

fbm

cc M. O. Lininger & Sons, Inc.
Box 1145
Medford, Oregon 97501

Frank Morgan
Ivan Merchant
V. E. Skoog
Attn: John Herr
C. T. Keasey

RECEIVED
SEP 16 1970
FOR FILING

315-1722
7416

September 15, 1970

Oregon State Highway Commission

Gentlemen:

Work was completed August 14, 1970, on Contract No. 7416. The contract was with M. C. Lininger & Sons, Inc., and was for grading and paving on the Phoenix (Church Street) Section in Jackson County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective September 15, 1970, and that you concur in this procedure at the Commission meeting on September 29.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Floyd Query
Tom Edwards
A. E. Johnson
Victor D. Wolfe
F. D. Morgan
I. D. Merchant
V. E. Skoog
L. H. Young
C. T. Keasey

ms sr

315-1722 7416

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Pheonix (Church Street)		WEEK ENDING: August 29, 1970
		SECTION PREFIX: 315-1722
HIGHWAY: City Street		COUNTY: Jackson
NAME OF JOB: Pheonix (Church Street)	KIND OF WORK: Grading and Paving	
CONTRACTOR: C. Lininger & Sons, Inc.	CONTRACT NUMBER: 7416	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: [illegible] 1970	DATE WORK STARTED: July 6, 1970	ESTIMATED COMPLETION DATE: complete
WORK DONE FOR ON PROJECT FOR THE WEEK: SUPERVISION:	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS: 50	CALENDAR DAYS USED: 50
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 100
PROJECT AUTHORIZATION: $ 20,734.80		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $ 18,923.90	ENGINEERING AUTHORIZATION: $ 1,810.90	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 18,923.90	ENGINEERING COST TO DATE: $ 2,032.11	DATE PROJECT WAS COMPLETED: August 14, 1970
ESTIMATED PERCENT: OVERRUN / UNDERRUN 0 %	PERCENT OF AUTHORIZATION: 112%	

semi-final estimate will be submitted about Sept. 1, 1970

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	curbs	
	100	100	100			100	

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.10	0.10			0.10
MILES PARTIALLY COMPLETED					
MILES COMPLETED	0.10	0.10			0.10
TOTAL ESTIMATED QUANTITIES (CONTRACT)	100%	2,770			2,530
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Fair & Hot			
MONDAY	Fair & Hot			
TUESDAY	Fair & Hot			
WEDNESDAY	Fair & Hot			
THURSDAY	Fair & Hot			
FRIDAY	Fair & Hot			
SATURDAY	Fair & Hot			

Routing: Morgan, Decker, Bond, Walker, Boehme, Johnsen, Pease, Swan, Glenn, Lindblad, Gallagher, Stein

RECEIVED
AUG 31 1970
CONSTRUCTION DIVISION

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Work is being done on the semi-final.

By: Earl C. Purdy

SIGNED R. E. Brown Res. Engr. LOCATION Medford, Oregon

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

City of Phoenix
PHOENIX, OREGON

August 14, 1970

Oregon State Highway Commission
c/o Bill Brown, Res. Engineer
Box 368
Medford, Oregon

Dear Sirs,

The City of Phoenix hereby approves the work done by Lininger & Sons on the paving and curbs and gutters on Church Street, between Highway 99 and Fern Valley Road, in Phoenix.

Very truly yours,

Ben Skudlarek

Ben Skudlarek
Mayor

BS:lw

RECEIVED
COUNTY & CITY SECTION
SEP - 8 1970
ENGR. COOR. DE AE ME
RPE CE RE RPE

RECEIVED
JUN 29 1970
FOR FILING

March 57

3454

June 29, 1970

Mr. Ronald L. Salter
City Attorney
City of Phoenix
Phoenix, Oregon 97535

Dear Mr. Salter:

Reference is made to your letter of June 9 concerning the cooperative agreement for the widening of the Rogue Valley Highway in Phoenix.

As you know, we have not yet begun the survey; nor have we yet found room in our budget for our share of the cost.

About the best I can do is to perform the survey work when crews are available this coming fall and winter and try to find sufficient funds to do the work next summer.

If I can be of any further assistance, please advise.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

FBK:arb

cc: Forrest Cooper
R. L. Porter
Tom Edwards
Victor D. Wolfe
D. J. Barbee
H. S. Cox
C. T. Keasey
F. D. Morgan

RONALD L. SALTER
ATTORNEY AT LAW
70 NORTH PIONEER STREET
P. O. BOX 787
ASHLAND, OREGON 97520
AREA CODE 503
TELEPHONE 482-4218

Routing: Lee, Hall, Olson, Sample, Terpin, Swenson, Trout, Wills, Hecklemen, Scott, R. Olson, Carstensen

RECEIVED
JUN 17 1970
DESIGN
DIVISION

June 9, 1970

Oregon State Highway Department
Highway Building
Salem, Oregon 97310

RECEIVED
JUN 10 1970
ENGINEER
COUNTY & CITY DIVISION

Attn: Mainor C. Holmes
Office Engineer

Gentlemen:

Re: City of Phoenix - State of Oregon
Cooperative Agreement
Our File 118-1970A

The City has budgeted for the year 1970-71, one-third of its cost pursuant to the above-referenced agreement. The Council for the City of Phoenix is most anxious to have the City's main street improved as called for by our agreement. The City fully intends to take care of the remaining two-thirds of its costs by budgeting for that amount in each of the next two fiscal years.

We would like to know when it appears that the State will have funds available for this project and what our present standing is as far as qualifying to have this work done in the not too distant future. Any assistance you can give us in this regard will be deeply appreciated.

Very truly yours,

Ronald L. Salter

RONALD L. SALTER
City Attorney
City of Phoenix, Oregon

RECEIVED
JUN 10 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RLS/dl

cc: Mayor Skudlarek

Copy to: F.B. Klaboe
C.T. Keasey

Can the City of Phoenix be offered any assurance that this coop. project may be started in the near future?
Mainor

NOTED
MAINOR C. HOLMES

NOTED
H.S. COX

RECEIVED
JUN 17 1970
FOR FILING

315-1722
7416

Bid June 5

June 15, 1970

M. C. Lininger & Sons, Inc.
P. O. Box 1145
Medford, Oregon 97501

Gentlemen:

The State Highway Commission on June 12, 1970, accepted your proposal for grading and paving on the Phoenix (Church Street) Section in Jackson County for the sum of $18,109.00 and referred it to the State Highway Engineer with authority to award the contract as soon as approval of the City of Phoenix is received and the sum of $2,550.00 is deposited by the City.

Those conditions have been satisfied and the State Highway Engineer later in the day awarded you the project, which has been assigned Contract No. 7416.

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Assistant Secretary

cr

bc: Pacific Builder & Engr., Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle, Wn., & Portland, Ore.
F. D. Morgan
D. J. Barbee
I. D. Merchant
William Geibel (SAIF)
C. T. Keasey
Bill E. Brown

NOTED
H. S. COX

Mrs. Francis Steveson
Recorder
P. O. Box 327
Phoenix, Oregon 97535

June 11, 1970

Dear Mrs. Steveson:

This is to acknowledge receipt of the City's check, No. 208, in the amount of $2,550 as payment on the Special City Allotment project on Church Street. This project is now clear for award of contract.

Your cooperation in this matter is appreciated, and if there are any questions, please let us know.

Very truly yours,

H. S. Cox
County and City Engineer

Oscar H. Norberg

By: Oscar H. Norberg
Field Engineer

OHN:ljt

bc: L. H. Young
F. B. Morgan
V. E. Skoog, Att: John Herr:

Check No. 208 delivered to
6/11/70

NOTED
P. B. Arensmeier

NOTED
RICHARD UNREIN

NOTED ✓
DON HARWELL

bc: L. H. Young
C. T. Keasey

NOTED
H. S. COX

June 5, 1970

Mrs. Frances Steveson
City Recorder
City Hall
Phoenix, Oregon 97535

Dear Mrs. Steveson:

On June 5, 1970, the State Highway Commission opened bids on the 1970 Special City Allotment project on Church Street in Phoenix. The apparent low bid was submitted by M. C. Lininger and Son of Medford, Oregon.

The anticipated cost based on the low bid is as follows:

Contractor's bid	$18,109.00
Anticipated additional items--none	--
	$18,109.00
14½% engineering & contingencies	2,625.80
TOTAL ANTICIPATED COST.....	$20,734.80

As a contract cannot be awarded until the City has deposited its estimated share of the cost for the concrete curbs, please forward at your earliest convenience to this office a check or warrant in the amount of $2,550 made payable to the Oregon State Highway Commission.

Very truly yours,

H. S. Cox
County and City Engineer

By

Oscar H. Norberg

Oscar H. Norberg
Field Engineer

OHN:mm

Phoned Carl Nelson re. Adv. Pay't 6/11/70

NOTED
P. B. Arensmeier

NOTED
RICHARD UNREIN

NOTED
DON HARWELL

Water 3-5-M-Gals
Temp #300 per M.

Phoenix (Church St.) Section
Jackson County

4-29-70

C. Layton 3-25-70

25,000

General Excavation 1750 cy	All Specified			4000 -
Coarse Aggregate Base, 12 inches thick 1200 cy	2770 Sq. yd	2 -		5540 -
3/4"-0 Aggregate Base, 2 inches thick 1800 t	2530 Sq. yd	40		1012 -
Class "B" Asphalt Concrete, 3½ inches thick 500 ton	2530 Sq. yd	2 25		5692 50
12-inch Sewer Pipe	120 lin. ft	7 -		840 -
Concrete Inlets, Type G-2MA.	1 only	250		~~500~~ 250 -
Concrete Curbs	1020 lin. ft	2 50		2550 -
Asphalt Driveways.	270 Sq. yd	2 25		607 50
Adjusting Manholes	2 only	75 -		150 -
Adjusting Boxes	1 only	25 -		25 -
Concrete Inlets, Type G-2	1 only	200 -		200 -
	Engr. & Cont. 14½			~~27 884 -~~
				~~3061.97~~
				~~24178.97~~
				3025.72
				28,892.72

Flagging

O.

NOTED
H. S. COX
OK

RECEIVED
APR 29 1970
ENGINEER
COUNTY & CITY DIVISION

NOTED
DON HARWELL

NOTED
H. S. COX

Mrs. Frances Steveson
City Recorder
Post Office Box 327
Phoenix, Oregon 97535

March 31, 1970

Dear Mrs. Steveson:

The final estimate, prior to opening bids, for the 1970 Special City Allotment project on Church Street is now available. It is presently estimated that this project will cost $23,950. This includes $2,550 for concrete curbs which will be a cost to the City. Please keep this estimate confidential.

This project is presently scheduled for the June 4, 1970 bid opening.

Very truly yours,

H. S. Cox
County and City Engineer

Oscar H. Norberg

By: Oscar H. Norberg
Field Engineer

OHN:ljt

NOTED
P. B. Arensmeier

NOTED
MAINOR C. HOLMES

Noted
Oscar H. Norberg

NOTED
RICHARD UNREIN

NOTED
DON HARWELL

Water 3-5 H. Crk Temp #300 Crk T

Phoenix (Church St.) Sewer
Jackson County

C. Layton 3-25-70

General Excavation 1750 cy	All Specified		4000 -
Coarse Aggregate Base, 12 inches thick 1200 cy	2770 Sq.yd	2 -	5540 -
3/4"-0 Aggregate Base, 2 inches thick 1800 cy	2530 Sq.yd	40	1012 -
Class "B" Asphalt Concrete, 3½ inches thick 500 ton	2530 Sq.yd	2 25	5692 50
12-inch Sewer Pipe	120 lin.ft	7 -	840 -
Concrete Inlets, Type G-2MA.	2 only	250	500 -
Concrete Curbs	1020 lin.ft	2 50	2550 -
Asphalt Driveways.	270 Sq.yd	2 25	607 50
Adjusting Manholes	2 only	75 -	150 -
Adjusting Boxes	1 only	25 -	25 -
			20917
	Engr. & Cont. 14½		3032.97
			23,949.97

FLAGGING

D.

315-1483 261.67 posted

RECEIVED
MAR 26 1970
ENGINEER
COUNTY & CITY DIVISION

NOTED
RICHARD UNREIN

NOTED
P. B. Arensmeier

Noted
Oscar H. Norberg

NOTED
DON HARWELL

RECEIVED
MAR 18 1970
FOR FILING

March 5, 1970

MISC. CONTRACTS and AGREEMENTS No. 5894

City of Phoenix
City Hall
Phoenix, Oregon 97535

Attention: Mrs. Frances Stovesen

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering improvement of Church Street in your city.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm
Att.

cc H. S. Cox
(agreement attached)

FEB 9 - 1970
FOR FILING

2-2-70

PREFIX NO. 315-1483

LOCATION PROSPECTUS
PHOENIX (CHURCH STREET) SECTION
CITY STREET
JACKSON COUNTY

HIGHWAY:	Church Street. Not on State or Federal highway system.
TERMINI:	The northerly end is at the intersection of Church Street and Fern Valley Road. The southerly end is at the intersection of Rogue Valley Highway and Church Street.
LENGTH:	0.11 mile.
PROGRAM:	1970 Special City Allotment Funds.
NARRATIVE:	This will be a location survey to prepare plans, specifications and costs for grading and paving on existing alignment. Soils investigations will be conducted. Drainage problems are not anticipated.
TYPICAL SECTION:	44-foot curb-to-curb street section comprising of two 12-foot travel lanes and 10-foot shoulders.
MATERIAL:	Commercial sources.
ADD'L FACILITIES:	None.
AGREEMENTS:	Routine Special City Allotment project.
PARKS:	None affected.

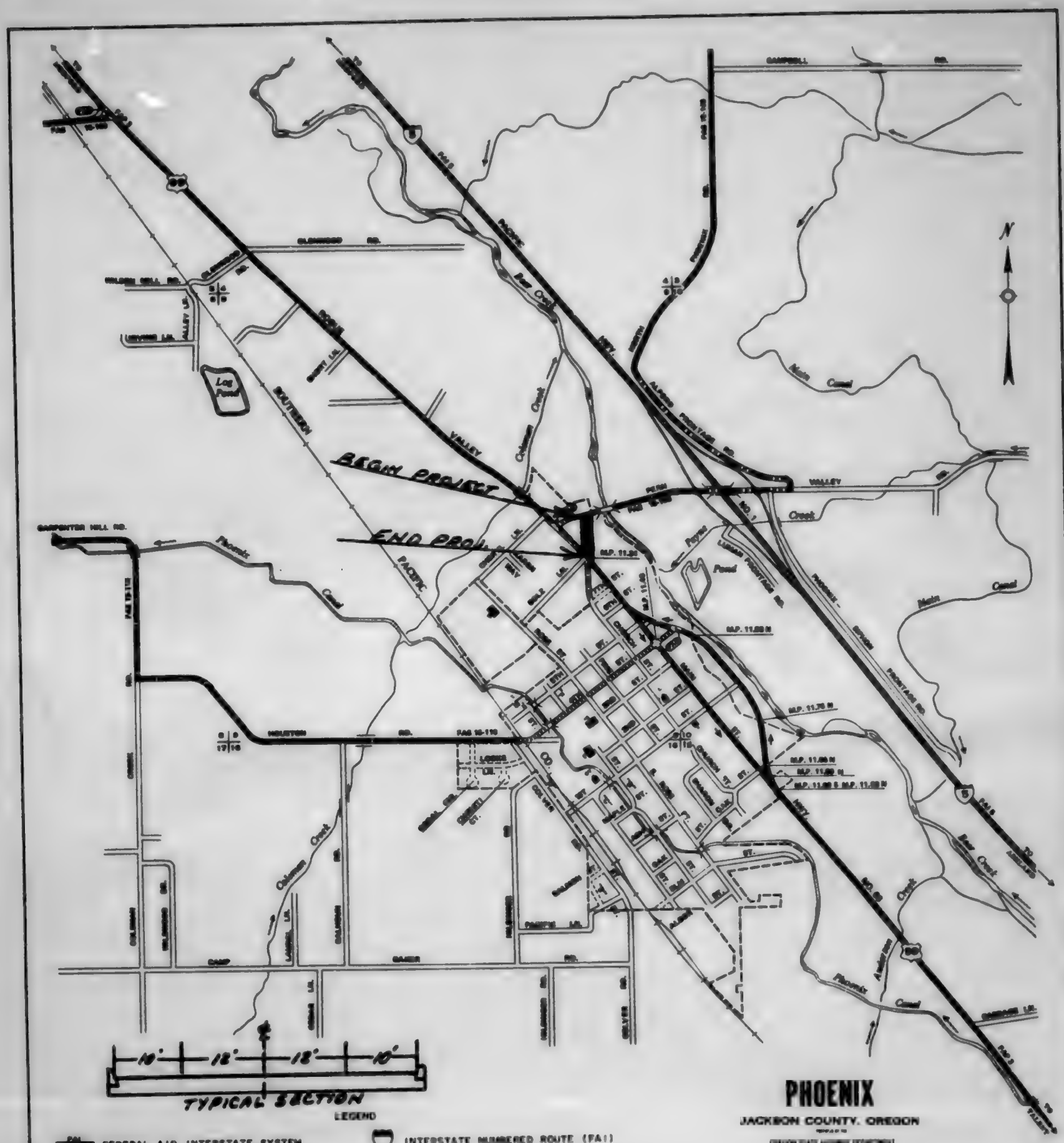
February 2, 1970
Attachment

Oregon State Game Commission
C. T. Keasey (3)
Tom Edwards
V.D. Wolfe
F.B. Crandall
E.S. Hunter
D.H. Moehring (3)
L.H. Young
R.N. Chase
B. L. Gifford
V. J. Johnson
R.E. Olson
Robert Royer
C.G. Swenson
F.E. Terpin

Bureau of Public Roads (3)
Forrest Cooper
F. B. Klaboe
D. J. Barbee
F.L. Hall
Ivan Merchant (4)
F.D. Morgan
J.M. Cartwright (2)
H.S. Cox (2)
W.N. Hackleman
A.D. Olson
Jack Rowland
F.W. Yarbrough (2)
W.H. Tebeau

RECEIVED
FEB 4
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
R. L. PORTER
NOTED
FORREST COOPER



LEGEND

- FEDERAL AID INTERSTATE SYSTEM
- FEDERAL AID PRIMARY SYSTEM
- FEDERAL AID SECONDARY SYSTEM-STATE
- FEDERAL AID SECONDARY SYSTEM-COUNTY
- OTHER FEDERAL AID SECONDARY-LOCAL
- TERMINATION OF FA SYSTEM
- TERMINATION OF ROUTE
- DIVIDED HIGHWAY
- UNDIVIDED HIGHWAY-NO. OF LANES
- STREET OPEN FOR TRAVEL
- STREET DEDICATED BUT NOT OPEN

- INTERSTATE NUMBERED ROUTE (FAI)
- U.S. NUMBERED ROUTE
- STATE NUMBERED ROUTE
- POST OFFICE
- SCHOOL
- CITY CENTER
- R.R. DEPOT
- CITY LIMITS
- PUBLIC BLDG.
- CY CITY HALL
- CT COURT HOUSE
- A ARMORY
- L LIBRARY

PHOENIX

JACKSON COUNTY, OREGON

OREGON STATE HIGHWAY DEPARTMENT

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

Population 1,160

April 1960

FORM E-20 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
January 19, 1970

To: Mr. D. J. Barbee
Design Engineer
S A L E M

SUBJECT: Authority for Survey
Church Street
City of Phoenix
Jackson County

Enclosed herewith is an Authority for Survey for Church Street in the City of Phoenix. This is to be a 1970 Special City Allotment project. This Authority for Survey will cover the cost of conducting the field survey, preparing plans, specifications and estimate of cost for grading and paving.

A meeting has been arranged for January 20, 1970 with city officials to go over the proposed project.

Your approval is recommended.

JOHN QUINER II
Assistant Division Engineer

JQII/cw
Enc.
cc H. S. Cox

RECEIVED
JAN 20 1970
ENGINEER
COUNTY & CITY DIVISION

NOTED
H. S. COX

NOTED
P. D. Arensmeier

Noted
Oscar H. Norberg

NOTED
RICHARD UNREIN

NOTED
DON HARWELL

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

Section CHURCH STREET Highway City of Phoenix County Jackson Prefix 315-1483

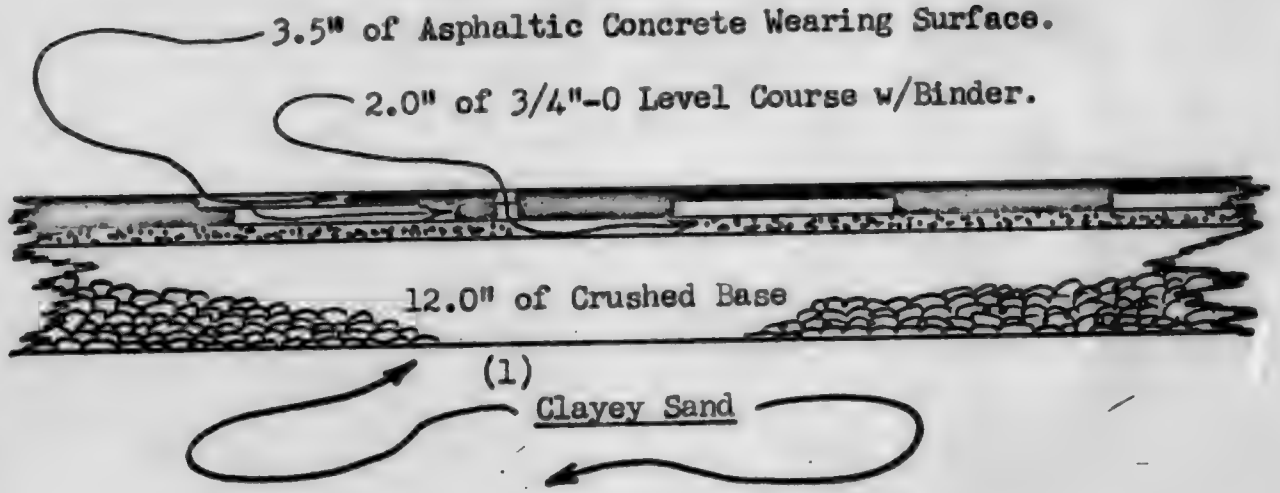
Res. Engr. _____ Approx. Length 0.10 Miles. Sta. _____ to Sta. _____ Date 1-15-70

Mean
Truck A.D.T. 45 Traffic Coefficient 6.4 18 kip s.a. per day 7.4.

Annual Precipitation 20"± Frost Penetration - - - - .

STANDARD CRUSHED

(1)
Typical Soil
24 LL
8 PI
87 %P 10
56 %P200
13 %Gravel
9 %C Sand
21 %F Sand
36 %Silt
21 %Clay
7 "R" Value



CBE Total Req.	Credit	Actual Thick.	
	7.0	3.5	A.C.
	2.0	2.0	Level
	12.0	21.0	Cr. Base
21.0	21.0	17.5	

AASHO CLASSIFICATION:
A-4 (4)

MATERIAL SOURCES:
To be determined by the Engineer.

See Page 2 for remarks.

RECEIVED
MAR 12 1970
FOR FILING

NOTED
F. B. KLABOE

Submitted by C. J. Hogg for Staff Assistant
Recommended by J. E. Wilson Asst. Engineer of Materials
Recommended by R. H. Morgan Construction Engineer
Approved by F. B. Klaboe Asst. State Highway Engineer

Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Design Engineer
Specifications Engineer
Final Design Engineer
Division Geologist County-City (2)

1-15-70

SECTION: CHURCH STREET

HIGHWAY: City of Phoenix

COUNTY: Jackson

"OTHER ROADS"

Traffic Coefficient	A.C. Wearing Surface	P.M.B.B. or C.T.B.	3/4"-0 Level	Crushed Base	S.S. or L.T.S.	"CBE" Total Requirement	Actual Thickness
4.8 - 6.0	2.0"	—	2.0"	12.0"	—	18.0"	16.0"
Cars Only	2.0"	—	2.0"	7.0"	—	13.0"	11.0"

Remarks:

No consideration has been given the existing material. The pavement structure of the present roadway consists of 2.5"± Oil Mat or Roadmix, cracked, rutted, and alligatored in areas, and placed directly on the clayey sand subgrade (See attached pictures). No base material was found.

The Field (Earl Purdy, Asst. Resident Engineer) anticipates no problem concerning driveways, road approaches, etc., with either surfacing thickness design recommended.

See attached sheet for cost comparison.

Should substitutions be made use the "CBE" Total Requirement column to obtain the "Total Thickness Required" and the table below for values:

1.0"	Asphaltic Concrete W. S.	=	2.0" Crushed Base
1.0"	Plant Mix Bituminous Base	=	1.8" Crushed Base
1.0"	Cement Treated Base	=	1.8" Crushed Base
1.0"	Oil Mat	=	1.1" Crushed Base
1.0"	Stone Subbase	=	0.8" Crushed Base
1.0"	Lime Treated Subgrade	=	—" Crushed Base
1.0"	Asphaltic Concrete Base	=	2.5" Crushed Base

Above factors apply to materials that comply with Standard Specifications, Supplemental Standard Specifications, and Special Provisions.

TRAFFIC ANALYSIS

SECTION: CHURCH STREET

HIGHWAY: City of Phoenix

COUNTY: Jackson

1100 Present ADT (1970)

3 Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ONE WAY EWL	AVERAGE ANNUAL EWL
2	26	1.7	44	35	450	15,750
3	5	1.7	9	7	1000	7,000
4	0	---	---	---	1250	- - -
5	2	1.7	3	3	3180	9,540
6	0	---	---	---	2570	- - -
				45	TOTAL	

TOTAL AVERAGE ANNUAL DESIGN EWL 32,290

TWENTY YEAR EWL 645,800

TRAFFIC COEFFICIENT 6.4

SECTION: CHURCH STREET

HIGHWAY: City of Phoenix

COUNTY: Jackson

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair _____ Poor _____
   Remarks: _____
5. Cost Comparisons: See remarks

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: Generally Asphaltic Concrete or Oil
7. Stage Construction: Not applicable
8. Depressed, Surface, or Elevated Design: Surface
9. Conservation of Aggregates: See remarks
10. Stimulation of Competition: See remarks
11. Construction Consideration: See remarks
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: City prefers Asphaltic Concrete
13. Traffic Safety: Not a problem
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction

CONCLUSION AND REMARKS:

No cost comparison made as this is a short project (0.10 mi.).
Traffic does not warrant the use of C.R.P.C.C.

December 30, 1969

Mrs. Frances Stevenson
City Recorder
Post Office Box 327
Phoenix, Oregon 97525

Dear Mrs. Stevenson:

On December 23, 1969 the State Highway Commission approved the City's request for a 1970 Special City Allotment project to be constructed from funds authorized by ORS 366.805.

The project was approved on the basis of the attached project description and City map showing colored in red, the limits of the approved project. Also attached are regulations pertaining to these projects.

You will be contacted in the near future concerning construction details.

Very truly yours,

Forrest Cooper
State Highway Engineer

By:
H. S. Cox
County and City Engineer

CHC:ljt
Attachments

cc: C. T. Keasey

SCA

City of Phoenix
PHOENIX, OREGON

NOTED
H. S. COX

Oct. 9, 1969

Oregon State Highway Dept.
Highway Building
Salem, Oregon

RE: Your letter of Oct. 7, 1969, concerning truck restriction on section of Church Street from Rogue Valley Highway to Fern Valley Road

Dear Mr. Norberg,

This is to notify you that the Council has not passed an ordinance as to truck restrictions on that street. They gave only a verbal order to place the truck restriction sign. The street was deteriorating badly and trucks made it worse.

The City is willing to remove the truck restriction at any time your department wishes. No new ordinance is actually needed, but if you feel you need one, it will be 10 days before the Council meets again. Will you let us know as soon as possible, so an ordinance can be drafted before that time, if needed.

Very truly yours,

Frances Steveson

Frances Steveson
City Recorder

FS:lw

RECEIVED
OCT 10 1969
ENGINEER
COUNTY & CITY DIVISION

Noted
Oscar H. Norberg

REFERRED TO
Co— City
BY SECRETARY

City of Phoenix
PHOENIX, OREGON

Sept. 25, 1969

NOTED
H. S. COX

Oregon State Highway Dept.
Highway Building
Salem,Oregon

OS co-

Attention: H. S. ~~Cobb~~ Cox

Dear Sir:

In answer to your letter concerning our proposed project of street paving under the Special City allotment Act, the City Council of the City of Phoenix advised me to inform you that the City is able and willing to pay for its part of the cost of the project if it chosen by the Highway Commission.

Very truly yours,

(Mrs.) Frances Steveson

Frances Steveson
City Recorder

SEP 29 1969
COUNTY & CITY DIVISION

Noted
Oscar H. Norberg

RECEIVED
SEP 29 1969
OREGON
STATE HIGHWAY COMMISSION

NOTED
DON HARWELL

S.C.A. Investigation Data

City of PHOENIX Date 5[illegible] Div. 3
Population: 1969 [illegible] 1964 [illegible]
Street Church St. from Rogge ~~Road~~ Valley Hwy. to Fern Valley Hwy.

No. previous projects 1
Last project 1961 (year)
Total SCA funds $ 56,224
Funds/capita $ [illegible]
Average/capita $ 3.45

EXISTING

Surface now in place: A.C. ____ Oil x Gravel ____ Concrete ____
Surface width: 20 feet, Shoulder-shoulder width: ____ feet
C-C width: ____ feet, R/W width: ____ feet
Remarks: The oil Mat shows some breaks & had some pervious
I talked to Mr. [illegible] Stevenson & he said the [illegible]
[illegible] to do the surface crack & once [illegible]
[illegible] & [illegible] to prevent it. The center is worse
[illegible] I [illegible] the overcrossing. The street
should qualify for [illegible] wear due to heavy & unusual traffic
This is done. Mr. Stevenson said [illegible] money for curbs.

PROPOSED

Surfacing: A.C. x Oil ____ Other ____
Pave. width: ____ feet, Shoulder width ____ feet, C-C width: 44 feet
BASE DESIGN: A.C. 3½ inches, Leveling 2" inches, Base 14 inches
Lime T.S.G. ___ inches, Blanket ___ inches, P.M.B.B. ___ inches
Length: 0.10 mile, 505 feet. Type curb: Curb & Gutter Type "A"
Remarks: 4 gas [illegible]

ESTIMATE Item	Unit	Gross*	Price	Amount
Temp. protection & direction of traff. ($500-$1,000)	all	all	$ L.S.	$ 500.00
Clearing & grubbing	all	all	L.S.	500.00
General excavation	c.y.	2080	1.50	3120.00
Finishing roadbed & slopes ($1,500)	mile	-	-	
Trench excavation	c.y.	10	5.00	50.00
Watering	M-gal.	50	4.00	200.00
Level material (3/4-0)	c.y.	200	~~4.50~~ 5.00	900.00
Base material	c.y.	1520	~~4.25~~ 5.00	6460.00
Asphalt	ton	510	10.00	5100.00
Binder	all	all	L.S.	440.00
Concrete inlets	each	2	150.00	300.00
Culvert pipe 12-inch	lin. ft.	48	~~50~~ 5.00	240.00
Concrete curbs	c.y.	33	75.00	2475.00
Adjust 2 Manholes	[illegible]	2	100.00	200.00

*Items include 10% allowance

	Total	$ 20,485
Perm. signing ($100/intersection)		
Flagging		
	Total	$ 20,785.00
Engineering & contingencies (20%)		4,157.00
	Total	$ 24,942.00
City's estimated share of survey		
TOTAL ESTIMATED COST		$ 24,942

S.C.A. Investigation Data

City of PHOENIX Date [illegible] Div. 3
Population: 1969 [illegible] 1964 [illegible]
Street Church St. from Roger~~s~~ Valley Hwy. to Fern Valley Hwy.

No. previous projects 4
Last project 1961 (year)
Total SCA funds $ 56,224
Funds/capita $ 45.50
Average/capita $ 34.55

EXISTING

Surface now in place: A.C. ____ Oil x Gravel ____ Concrete ____
Surface width: 20 feet, Shoulder-shoulder width: ____ feet
C-C width: ____ feet, R/W width: ____ feet
Remarks: The Oil Mat Shows some breaks & has some ravelling
I talked to Mr. [illegible] Supt. of the Irrigation Dept. in charge of the ditches & pipes & he said he has no plans to pave it. The street is platted & dedicated. [illegible] the Overcrossing. This street should only be for Residential Use. [illegible]

PROPOSED

Surfacing: A.C. x Oil ____ Other ____
Pave. width: ____ feet, Shoulder width ____ feet, C-C width: 44 feet
BASE DESIGN: A.C. 3½ inches, Leveling 2" inches, Base 14 inches
Lime T.S.G. ___ inches, Blanket ___ inches, P.M.B.B. ___ inches
Length: 0.10 mile, 505 feet. Type curb: Curb & Gutter Type "A"
Remarks: A good job

ESTIMATE Item	Unit	Gross*	Price	Amount
Temp. protection & direction of traff. ($500-$1,000)	all	all	$ L.S.	$ 500.00
Clearing & grubbing	all	all	L.S.	500.00
General excavation	c.y.	2020	1.50	3120.00
Finishing roadbed & slopes ($1,500)	mile	-	-	
Trench excavation	c.y.	10	5.00	50.00
[illegible]	M-gal.	50	4.00	200.00
	c.y.	200	4.50 5.00	900.00
	c.y.	1520	4.25 5.00	6,460.00
	ton	510	10.00	5100.00
	all	all	L.S.	440.00
	each	2	150.00	300.00
	lin. ft.	48	4.50 5.00	240.00
	c.y.	55	45.00	2475.00
	Each	2	100.00	200.00

Looking S. on Church

So. Fern Valley Rd

Total	$ 20,485
erm. signing ($100/intersection)	
lagging	1[illegible]
Total	$ 20,785.00
ngineering & contingencies (20%)	4,157.00
Total	$ 24,942.00
ity's estimated share of survey	
TOTAL ESTIMATED COST	$ 24,942

S.C.A. Investigation Data

City of PHOENIX Date [illegible] Div. 3

Population: 1969 [illegible] 1964 [illegible]

Street Church St. from Rogue Valley Hwy. to Fern Valley Hwy.

No. previous projects 1

Last project 1961 (year)

Total SCA funds $ 56,224

Funds/capita $ 4.55

Average/capita $ 3.45

EXISTING

Surface now in place: A.C. ___ Oil x Gravel ___ Concrete ___

Surface width: 20 feet, Shoulder-shoulder width: ___ feet

C-C width: ___ feet, R/W width: ___ feet

Remarks: The Oil Mat shows some breaks & has some ravelling
I talked to Mr. [illegible] & he said the trouble was
Expansion Joints. At the crossing of Rose Lane &
Church St. the curb is pushed in. The street is about
2" lower in elevation than the overcrossing. The street
should dip to the gutter to avoid ponding. [illegible]

PROPOSED

Surfacing: A.C. x Oil ___ Other ___

Pave. width: ___ feet, Shoulder width ___ feet, C-C width: 44 feet

BASE DESIGN: A.C. 3½ inches, Leveling 2" inches, Base 14 inches
Lime T.S.G. ___ inches, Blanket ___ inches, P.M.B.B. ___ inches

Length: 0.10 mile, 528 feet. Type curb: Curb & Gutter Type "A"

Remarks: [illegible]

ESTIMATE Item	Unit	Gross*	Price	Amount
Temp. protection & direction of traff. ($500-$1,000)	all	all	$ L.S.	$ 500.00
Clearing & grubbing	all	all	L.S.	500.00
General excavation	c.y.	2080	1.50	3120.00
Finishing roadbed & slopes ($1,500)	mile			
Trench excavation	c.y.	10	5.00	50.00
[illegible]	M-gal.	50	4.00	200.00
	c.y.	200	4.50 5.00	900.00
	c.y.	1520	4.25 5.00	6460.00
	ton	510	10.00	5100.00
	all	all	L.S.	440.00
	each	2	150.00	300.00
	lin. ft.	48	4.50 5.00	240.00
	c.y.	55	45.00	2475.00
	Each	2	100.00	200.00

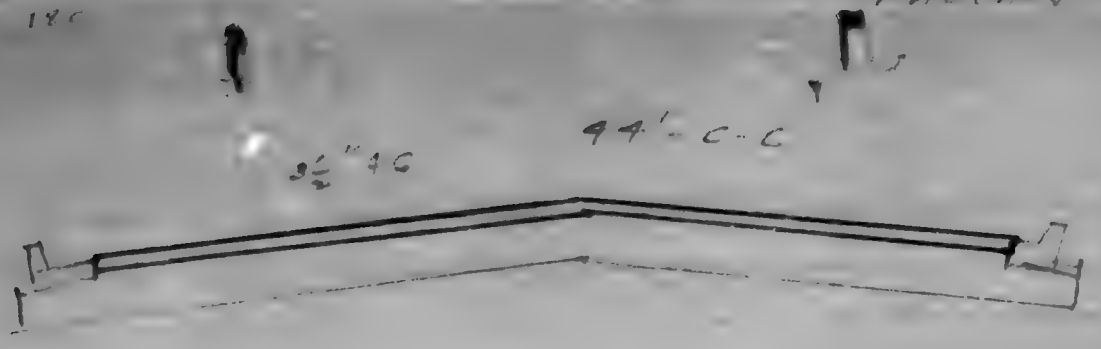
Looking N. on Church

At Rogue Valley Hwy

Total	$ 20,485
[illegible]rm. signing ($100/intersection)	[illegible]
[illegible]agging	[illegible]
Total	$ 20,785.00
[illegible]gineering & contingencies (20%)	4,157.00
Total	$ 24,942.00
[illegible]ty's estimated share of survey	
TOTAL ESTIMATED COST	$ 24,942

Phoenix

Alley



Length 505
Extra 25
530

Gen. Exc. $\frac{210 \times 46 \times 1.0 \times 530}{27} = 2090$ C.Y.

Trench Exc. $\frac{45 \times 3 \times 1.4 \times 11}{27} = 8$ C.Y.

Concrete Pipe 45'-12"

= 4 Units

Base $\frac{1.17 \times 530 \times 46}{27} \times 1.4 = 152$ C.Y.

Levee $\frac{0.17 \times 41 \times 53}{27} \times 1.4 = 12$ C.Y.

A.C. Part .53 x 95.7 = 510 Tons

Binder 9400 x 0.10 = 940 #

Water .0233 x 1" = 97 Gal

1010 Lin. Ft. of C. G. Curb 0.0546 = 55 C.Y.

6 Units 19' x 12' = X No.
9

1961 - #20,000 - C, B, & P.

1955 - #12,141 - [redacted] PAVE

1952 - #14,154 - C, B, & P

1949 - 9,924 - C, B, & P

3" A.C., 2" LEV. 13" CRUSHED C.B.E. = 21" R = 22 LOAM

1½" LEV. 9" BASE C.B.E. = 18.5 R = 19, 8, 11

1950 C.B.E. = 23"

Actual	C.B.E.
3½" A.C. =	7.0
2" Lev. =	2.0
14" Base =	14.0
19½"	23.0"

RECEIVED
APR 29 1969
ENGINEER
COUNTY & CITY DIVISION

SCA

PROJECT DATA, CITY OF Phoenix Date April 21, 1969

To be financed by Special City Allotment Fund and necessary city funds.

Street name Church Street
(Locate project on attached map.)

NOTED
H. S. COX

Project length 505' (pavement to pavement edge)

DESIRED STREET SECTION:

Standard roadway; width of travel way:_____ feet, width of shoulders:____ feet

Curbed section; width curb to curb: 40 feet

Remarks Existing oiled surface centerline is approximately 5 feet west of street centerline

Surface now in place: Oil X Paving ____ Gravel ____

Present surface width: 20 feet

RIGHT-OF-WAY: (City shall, without cost to State, provide all right-of-way required)

Width of present right-of-way: 60 feet

Additional right-of-way required? Yes ____ No X

State to furnish right-of-way descriptions? Yes ____ No ____

Give width of intersecting streets: Fern Valley 20' - US 99 Hwy 54' (pvt. Wdth)

Are intersecting streets curbed? Yes ____ No X

Remarks Provide curb cuts to residential driveways on east side and to drug store and market on west side

CONCRETE CURBS: (All new curbs to be constructed at city's expense.)

Now in place? Yes ____ No X

Width between present curbs: _____ feet

City to construct curbs? Yes ____ No X

To be constructed as part of project? Yes X No ____

Length of desired radius on curb returns: 25' min. feet

Does city desire special type of curbs? Yes ____ No X

NOTED
P. B. Asmussen

Explain: Std. curb and gutter

NOTED
RICHARD UNREIN

NOTED
DON HARWELL

SIDEWALKS (All new sidewalks to be constructed at City's expense.)- - - - - -

Are sidewalks now in place? Yes___ No X

Present sidewalks, Length: _____feet; Width:_____feet

Distance between present sidewalks: _____feet

Are sidewalks to be constructed as part of project? Yes___ No X

Width of sidewalks to be constructed: _____feet

Are sidewalks to be constructed only on one side of street? Yes___ No X

Are sidewalks to be constructed on both sides of street? Yes___ No X

Give: Length to be constructed and On which side of street

_____feet N.__ S.__ E.__ W.__

_____feet N.__ S.__ E.__ W.__

Should sidewalks be placed against curbs? Yes___ No___

Is utility strip required? Yes___ No___; Width: _____feet

Remarks_____

STORM SEWERS . . . . . .

Now in place? Yes___ No X

If yes, are they adequate for increased flow? Yes___ No___

Indicate depth of main lines from present surface: _____feet

To be constructed by City? Yes___ No___

To be constructed as part of project? Yes X No___

Show location of outfall on city map.

SANITARY SEWERS . . . . . .

Now in place? Yes X No___ NOTE: City to adjust if required.

If yes, indicate depth of sewers from present surface: 4.5'min feet

Remarks 12" Sanitary is located approximately 15' east of street center-line-Flow is north to a manhole located at SE corner of intersection with Fern Valley where it turns to the west along south side of Fern Valley. Adjust elevation of two manhole covers to conform to new surface.

NOTED
RICHARD UNREIN

WATER MAINS: (City to adjust if required.)

Now in place? Yes X No ___

If yes, how deep from present surface? 2' ± feet

Remarks 2" water line should be replaced with 6" main. Can be constructed at a later date behind curb. Feeds east only.

DRIVEWAYS: (All driveway construction beyond curb line to be at city's expense.)

To be constructed as part of project? Yes ___ No X

Asphaltic concrete? Yes ___ No X

Portland cement? Yes ___ No X

How many? ___

Must driveways be Portland cement to comply with city code? Yes ___ No X

Is there a city ordinance specifying width and number of driveways permitted? Yes ___ No X (If yes, please include copy of ordinance.)

Remarks ___

FRANCHISED UTILITIES: (City is to arrange for any required adjustment.)

Gas lines? Yes ___ No X

Electric poles? Yes X No ___

Which company? Pacific Power and Light
(NOTE: If city-owned, city to adjust.)

Telephone poles? Yes ___ No X

Which company? ___

Railroad tracks? Yes ___ No X

Which company? ___

Is crossing presently protected by automatic railroad signals?

Yes ___ No ___

Remarks Electric poles approximately 1' from east property line to remain in present position.

NOTED
RICHARD UNREIN

WORK TO BE DONE BY CITY AS PART OF PROJECT:

Grading? Yes ___ No X

Clearing? Yes ___ No X

Base rock? Yes ___ No X

Concrete curbs? Yes ___ No X

Driveways? Yes ___ No X

Remarks Tops of curbs should closely follow the elevation of existing surfaces. This would result in excavation depths of approximately 1.5 feet at curb lines depending on depth of base surfacing required

GENERAL INFORMATION:

Are city finances available? Yes ✓ No ___

When available? Date Aug. 15, 1969

Has city established grade on street? Yes ___ No X
(If yes, please include copy of data.)

Please indicate site for disposal of excess excavated material: Contractor to Arrange

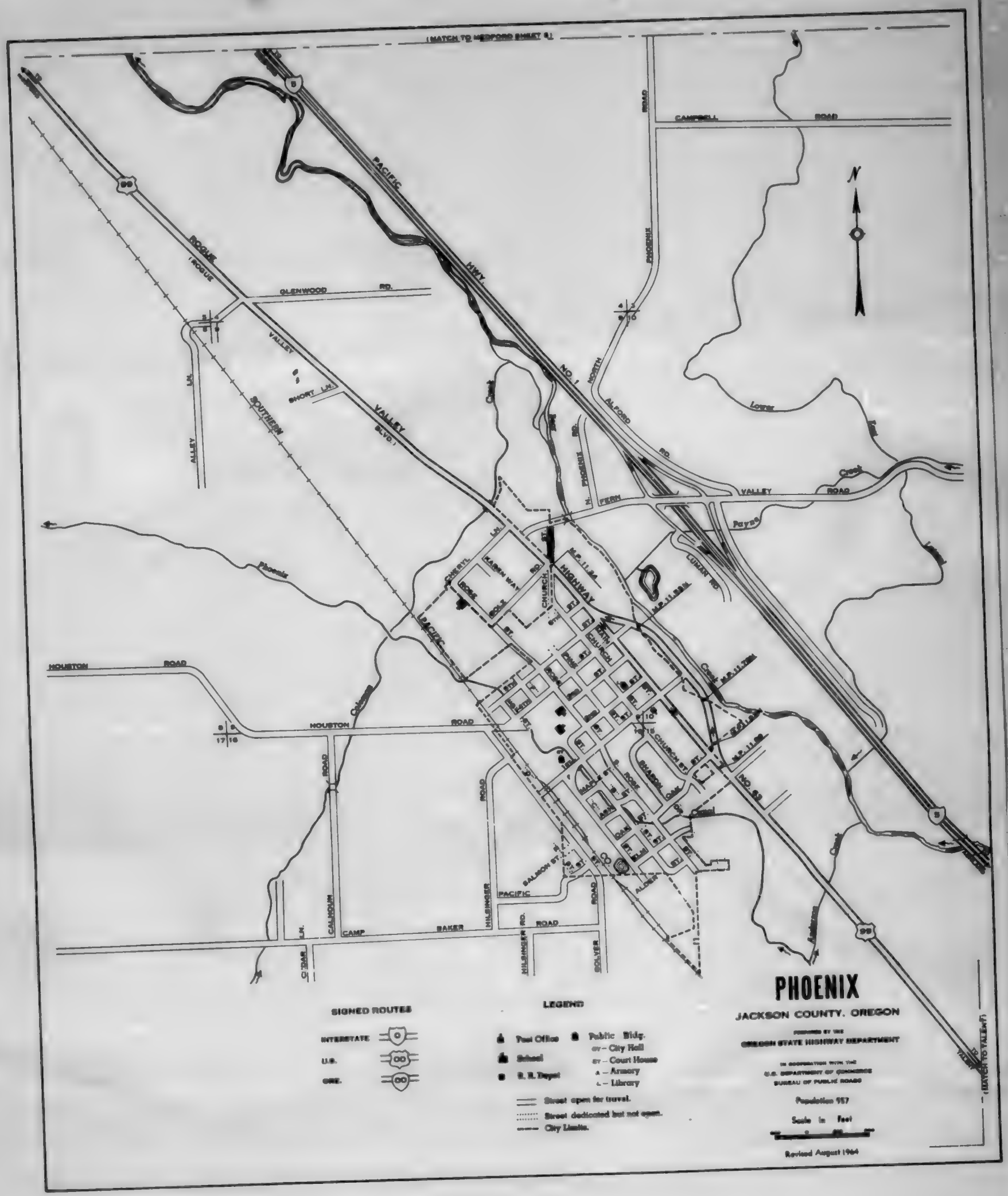
General remarks: ___

By Ben Skudlarek
Mayor

By Frances Stevenson
City Recorder or City Manager

By Walter J. Mayer
City Engineer

NOTED
RICHARD UNREIN



NOTED
RICHARD UNREIN

RECEIVED
APR 10 1969
ENGINEER
COUNTY & CITY DIVISION

R E S O L U T I O N

1-7-69

WHEREAS, under the provisions of ORS 366.800 and 366.805 there has been withdrawn from state highway funds appropriated for allocation to the several cities of the State of Oregon the sum of Two Hundred Fifty Thousand and No/100 ($250,000) Dollars, and said sum has been set up in a separate account to be administered by the State Highway Commission and to be spent each year by said Commission upon streets not a part of the state highway system, within cities, which are receiving excessive wear through sudden increases in population in the area or heavy and unusual traffic; and

WHEREAS, the City of PHOENIX is an incorporated city of the State of Oregon and has a population of 1160 as given by the latest official census; and

WHEREAS, the following streets of said city, Church Street between Highway 99 and Fern Valley Road

are not a part or parts of the state highway system, but are streets under the jurisdiction and control of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy and unusual traffic," and

WHEREAS, said streets are and each of them is in need of repair, reconditioning, and other major improvement,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare, and resolve:

1. That the aforesaid named streets of said city are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair by reason of excessive wear through sudden increases in population in the area, or by heavy and unusual traffic.

3. That the Oregon State Highway Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues which is to be administered and spent by the Highway Commission.

(cc-50, 1959 Rev.)

NOTED
RICHARD UNREIN

4. That the City of PHOENIX does hereby offer to State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and therefore does designate WALTER MARQUESS as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 7 day of APRIL, 1969.

There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

- - - - - - - - - - - - - - - - - - -

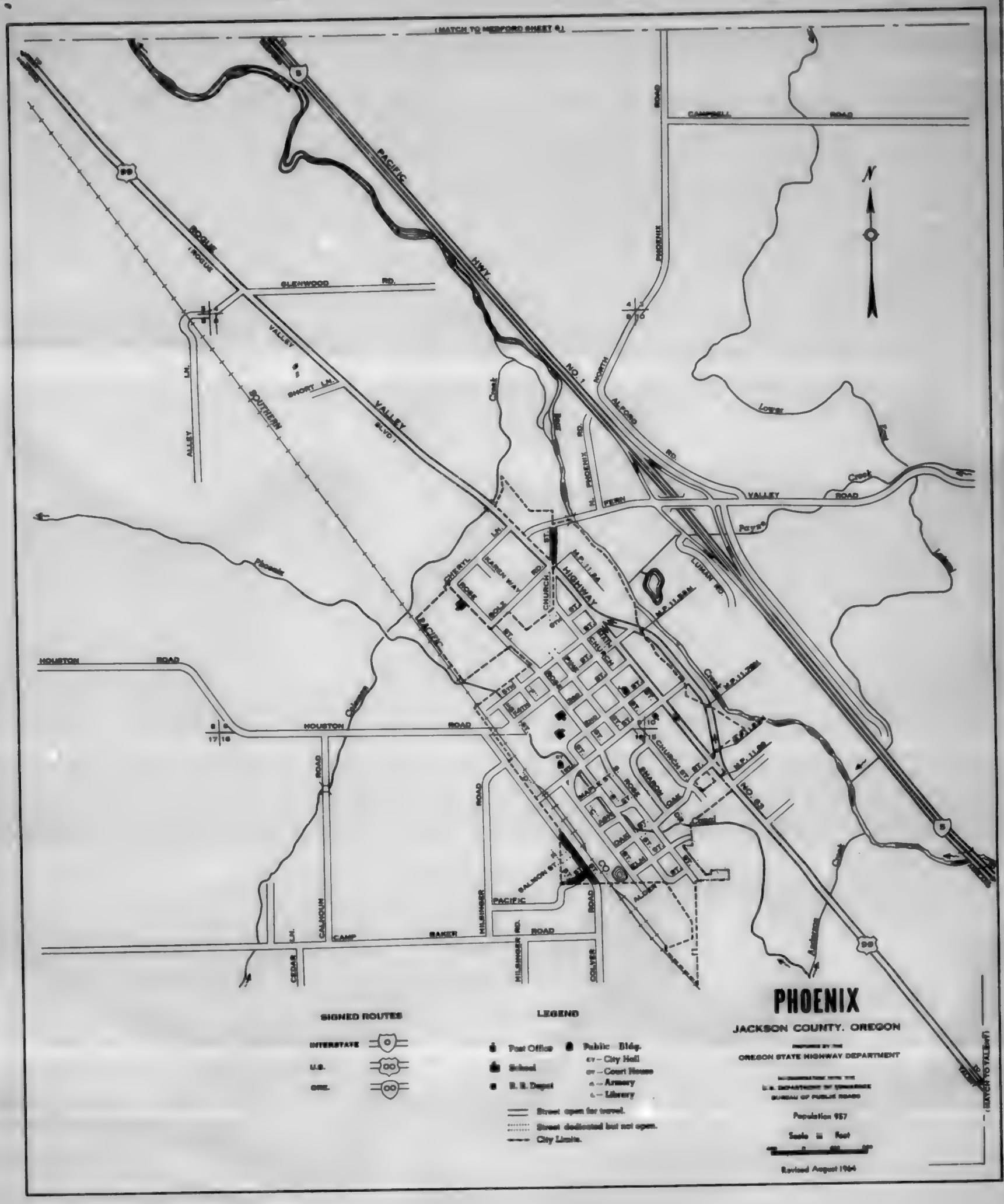
I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of PHOENIX at a regular or special meeting of said Council, held on the 7 day of APRIL, 1969, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 7 day of APRIL, 1969.

Frances Stevenson
City Recorder

(cc-50, 1959 Rev.)

NOTED
RICHARD UNREIN



NOTED
RICHARD UNREIN

21-3375	Ona Beach State Park, S. of Newport, Oregon Coast Hwy.	1970
#7419	(Footbridge)	

RECEIVED
DEC 28 1970
FOR PUBLIC
21-3375
7419

December 24, 1970

General Insurance Co. of America
520 S. W. 6th
Portland, Oregon 97204

Gentlemen:

On December 21, 1970, we wrote to you concerning release of final payment on Contract No. 7419 awarded to Robert L. Divine for a footbridge in Cape Lenoir State Park in Lincoln County.

Final payment on this contract is $1,142.75 and the total contract amount is $29,126.36. No work was performed under force account.

Very truly yours,

Floyd Henry, Secretary
OREGON STATE HIGHWAY COMMISSION

Cm

cc Robert L. Divine
114 E. N. 79th Street
Vancouver, Washington 98665

The National Bank of Commerce
P. O. Box 689
Vancouver, Washington 98660
Attention: Keith Skrapp
Frank Morgan
Ivan Merchant
V. E. Skoog
R. D. Asbury

RECEIVED
DEC 21 1970
FOR FILING
21-3375
7419

December 18, 1970

Oregon State Highway Commission

Gentlemen:

Work was completed November 6, 1970 on Contract No. 7419. The contract was with Robert L. Devine and was for a footbridge on the Otis Beach State Park Section in Lincoln County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective December 18, 1970 and that you concur in this procedure at the Commission meeting on January 5, 1971.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Floyd Query
Tom Edwards
A. E. Johnson
Victor D. Wolfe
F. D. Morgan
I. D. Merchant
V. E. Skoog
L. H. Young
R. D. Asburry

VG:fw

21-3375

7419

FORM S-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Ona Beach State Park		WEEK ENDING: 5 Dec 70
		SECTION PREFIX: 21-3375
HIGHWAY: - - -		COUNTY: Lincoln
NAME OF JOB: Ona	KIND OF WORK: Footbridge	
CONTRACTOR: Robert L. Divine	CONTRACT NUMBER: 7419	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: 12 Jun 70	DATE WORK STARTED: 3 Aug 70	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: SUPERVISION:	SPECIFIED WORK DAYS	WORK DAYS USED: 116
	SPECIFIED CALENDAR DAYS: 120	CALENDAR DAYS USED:
	SPECIFIED COMPLETION DATE:	PERCENT OF TIME ELAPSED: 97
PROJECT AUTHORIZATION: $ 22,059.91	ENGINEERING AUTHORIZATION $ 1,926.63	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $ 20,133.28	ENGINEERING COST TO DATE $ 2,497.	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 98
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 19,126.86		DATE PROJECT WAS COMPLETED: 6 Nov 70
ESTIMATED PERCENT ~~OVERRUN~~ UNDERRUN 5.0 %	PERCENT OF AUTHORIZATION 130 %	

ESTIMATED PERCENT COMPLETE (ROADWORK) SF Est approx 18 Dec 70

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Fair			
MONDAY	Hail & Rain			
TUESDAY	Hail & Rain			
WEDNESDAY	Hail & Rain			
THURSDAY	Hail & Rain			
FRIDAY	Fair			
SATURDAY				

RECEIVED
DEC 7 1970
CONSTRUCTION
DIVISION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

29 Nov 70 SUNDAY	
30 MONDAY	
1 Dec 70 TUESDAY	
2 WEDNESDAY	
3 THURSDAY	
4 FRIDAY	
5 SATURDAY	

REMARKS

Final Inspection on Friday, 4 Dec 70, by G. W. Wimer & A. A. Rear, and John Hollingsworth, Howard Johnson and R. L. Divine, contractor.

SIGNED W. V. Patterson LOCATION Newport

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

RECEIVED
JUN 17 1970
FOR FILING

21-3375

7419

June 15, 1970

Mr. Robert L. Divine
114 N.W. 79th Street
Vancouver, Washington 98665

Dear Mr. Divine:

The State Highway Commission on June 12, 1970, awarded to you State Highway Contract No. 7419 in the amount of $19,266.30 in the Ona Beach State Park on the Oregon Coast Highway in Lincoln County.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Assistant Secretary

cr

bc: F. D. Morgan
D. J. Barbee
I. D. Merchant
William Geibel (SAIF)
R. D. Asburry
H. H. Patterson

322-1722 Halsey (F & G Streets) Sec. 1970
(Grading and paving)
#7420

F16E H10

OREGON STATE HIGHWAY DEPARTMENT

FORM A-150 (3-64)

HIGHWAY DEPARTMENT INVOICE

NO. 103916

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
11-10-70	CC 1?36		?22-1722-?95

City of Halsey
PO Box 35
Halsey, Oregon 97348

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Attention: Alice P. Cochell			
FinalBilling: Special City Allotment project on "F" and "O" Streets. Contract No. 7h?0. Covered by agreement dated March ?3, 1970.			
City's Advance Deposit			3,h?0.00
As per attached:			
Final Cost		19,715.90	
State's Agreed Share		16,737.?3	
Agreed City share			3,008.67
To be refunded			411.33

RECEIVED
COUNTY & CITY SECTION
NOV 12 1970
☐ ENGR. ☑ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☑ CE ☐ RE ☐ RPE ☐

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received [illegible] Amount of _____

By _____

Date November 6, 1970

OREGON STATE HIGHWAY DEPARTMENT

ITEMIZED STATEMENT OF COSTS
SPECIAL CITY ALLOTMENT PROJECT

Program Year 1970

Contract # 7420 Prefix 322-1722 Survey Prefix 322-1405

Street "F" & "G" Streets

City Halsey

Payments to Contractor (see attached voucher)	$ 17,468.91
Engineering and Contingencies	2,276.99
Survey: Total $ 2885.01 Prorated Share	— —
TOTAL	19,745.90
Agreed State Share	16,737.23
* Agreed City Share	3,008.67
City Advance Deposit	3420.00
	411.33

REFUND DUE CITY

2 - Herr
1 - Hotchen
1 - SCA File
1 - CC File

Reference: Outside Billing C-C 12

* Cost of Concrete curbs and driveways: $ 3,008.67

RU

...ON STATE HIGHWAY DEPARTMENT

CONTRACT PAYMENT VOUCHER

(1,31)

FORM A-20 (REV. 6-63)

COUNTY: LINN		CONTRACT NO.: 7420	ESTIMATE NO.: 3 Fin
HIGHWAY: CITY STREETS		FEDERAL AID PROJECT NO.:	
SECTION: HALSEY /F & G STREETS/			

NO.	ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE
001	[illegible] GENERAL EXCAVATION	LUMP SUM	[illegible]	100.0[illegible]
002	[illegible] COARSE AGGREGATE BASE 13 INCHES THICK	SQ YDS	2.2500	2,301.3[illegible]
003	[illegible] 3/4IN -0 AGGREGATE BASE 2 IN THICK	SQ YDS	.4000	2,182.5[illegible]
004	[illegible] CLASS B ASPHALT CONC 3 IN THICK	SQ YDS	2.0000	2,106.09
005	[illegible] 8-IN SEWER PIPE	LIN FT	4.0000	189.0[illegible]
006	[illegible] 10-INCH SEWER PIPE	LIN FT	4.5000	10.0[illegible]
007	[illegible] CONCRETE INLETS TYPE G-1	UNLY	150.0000	4.0[illegible]
008	[illegible] CONCRETE INLETS TYPE SPECIAL	UNLY	1[illegible]	1.0[illegible]
009	[illegible] CONCRETE DRIVEWAYS	SQ YDS	9.0000	110.38
010	[illegible] CONCRETE CURBS	LIN FT	2.5000	806.1[illegible]
011	[illegible] ADJUSTING SEWER CLEANOUT BOX	ONLY	50.0000	1.0[illegible]
	PRICE AGREEMENT ITEMS			
3010	[illegible] COARSE AGGREGATE BASE BACKFILL	SQ YDS	2.2500	221.82
3020	[illegible] CORRECT DRAINAGE	LUMP SUM	85.0000	100.00
	FORCE ACCOUNT ITEMS			
4002	[illegible] EXC & DISP OF UNSUITABLE MATERIAL			

DATE: 7-0 PG. [illegible] 7420	TOTAL CONTRACT ITEMS
PREVIOUS VOUCHER NO.: 9971	% RETAINED ON CONTRACT ITEMS
CHECKED BY: CP/ea	FORCE ACCOUNT
ENGINEER OR AUDITOR: Keats Oliver	TOTAL PAYMENTS

	CONTRACT NO.	ESTIMATE NO.	PREFIX NO'S.
	[illegible]	3 Final	322 1722 204 (41) 907.20 Dr.
	FEDERAL AID PROJECT NO.		

...ETS/

...NITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
...304	[illegible]	[illegible]	[illegible]	[illegible]	
...C	[illegible]	2,311.30	5179.19	5179.29	
YDS	[illegible]	4,162.50	875.00	875.00	
...DS	6yds Patin	[illegible]	4212.18	4212.18	
FT	[illegible]	189.00	756.00	756.00	
FT	[illegible]	10.00	45.00	45.00	
Y	150.00	4.00	600.00	600.00	
Y	[illegible]	1.00	1[illegible]	[illegible]	
YDS	[illegible]	11.38	993.42	993.42	
FT	[illegible]	10.100	2015.25	2015.25	
Y	[illegible]	1.00	55.00	55.00	
YDS	2.250	221.82	499.10	499.10	
P SUM	85.00	100.00	85.00	85.00	
			61.77	61.77	

RECEIVED
SEP 30 1970
FOR FILING

22-1722
7420

September 29, 1970

United Pacific Insurance Co.
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

On September 24, 1970, we wrote to you concerning release of final payment on Contract No. 7420 awarded to Wildish Construction Company for work on F and G Streets in Halsey in Linn County.

Final payment on this contract is $907.30 and the total contract amount is $17,468.91 including $60.77 for work performed under force account.

Very truly yours,

Floyd Cuery, Secretary
OREGON STATE HIGHWAY COMMISSION

fhm

cc Wildish Constr. Co.
P. O. Box 1106
Eugene, Oregon 97401

Frank Morgan
Ivan Merchant
V. E. Skoog
Attn: John Herr
R. D. Asbury

OREGON STATE HIGHWAY DEPARTMENT 09/24/70 PROGRESS ESTIMATE

SECTION HALSEY (F & G STREET) COUNTY (M) AWARDED 06

HIGHWAY CITY STREETS SPECIFIED COMPLETION A) 90 CWD B) C) EXTENSION

TYPE WORK GRADING AND PAVING CONTRACTOR MILOISH CONSTRUCTION CO EUGENE

ITEM NO.	ITEM NAME / UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION QUANTITY	ORIGINAL AUTHORIZATION AMOUNT	CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT
001	GENERAL EXCAVATION LUMP SUM	2000000	100000	200000	100000	200000
002	COARSE AGGREGATE BASE 13 INCHES THICK SQ YDS	22500	2400000	540000	2301860	517919
003	3/4 IN -0 AGGREGATE BASE 2 IN THICK SQ YDS	4000	2350000	94000	2182500	87300
004	CLASS B ASPHALT CONC 3 IN THICK SQ YDS	20000	2350000	470000	2106090	421218
005	8-IN SEWER PIPE LIN FT	40000	220000	88000	189000	75600
006	10-INCH SEWER PIPE LIN FT	45000	12000	5400	10000	4500
007	CONCRETE INLETS TYPE G-1 ONLY	1500000	4000	60000	4000	60000
008	CONCRETE INLETS TYPE SPECIAL ONLY	1000000	1000	10000	1000	10000
009	CONCRETE DRIVEWAYS SQ YDS	90000	130000	117000	110380	99342
010	CONCRETE CURBS LIN FT	25000	900000	225000	806100	201525
011	ADJUSTING SEWER CLEANOUT BOX ONLY	500000	1000	5000	1000	5000

PROGRESS ESTIMATE AND COST REPORT

PAGE NO. 01 FORM E-498 (REV. 5-68)

AWARDED 06 17 70 F.A.P.

CONTRACT NO. 7420 WORK DONE TO

CWD

EXTENSION

APPROVED A) 50 CWD

PREFIX 322 1722

ESTIMATED DATE OF COMPLETION:

ONSTRUCTION CO

USED B)

C)

ESTIMATE NO. 003

FINAL

CORRECTED ESTIMATE		PERFORMED TO DATE 08/25/70		TO COMPLETE 08/25/70		GROUP PORZ	NEW TOTAL TO DATE	
UANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT		QUANTITY	AMOUNT
100000	200000	100000	200000			9N		
2301860	517919	2301860	517919			9N		
2182500	87300	2182500	87300			9N		
2106090	421218	2106090	421218			9N		
189000	75600	189000	75600			9N		
10000	4500	10000	4500			9N		
4000	60000	4000	60000			9N		
1000	10000	1000	10000			9N		
110380	99342	110380	99342			9N		
806100	201525	806100	201525			9N		
1000	5000	1000	5000			9N		

OREGON STATE HIGHWAY DEPARTMENT 09/24/70 PROGRESS ESTIMATE

SECTION HALSEY 1F & G STREET
COUNTY LINN
AWARDED 06 1
A) 90 CWD
SPECIFIED COMPLETION B)
EXTENSION
C)
HIGHWAY CITY STREETS
TYPE WORK GRADING AND PAVING
CONTRACTOR WILDISH CONSTRUCTION CO EUGENE

ITEM NO.	ITEM NAME / UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION QUANTITY	ORIGINAL AUTHORIZATION AMOUNT	CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT
	TOTALS FOR ORIG. CONTRACT			1814400		1682404
	PRICE AGREEMENTS					
30101	COARSE AGGREGATE BASE BACKFILL SQ YDS	22500			221820	49910
30201	CORRECT DRAINAGE LUMP SUM	850000			100000	8500
	FORCE ACCOUNTS					
801	FLAGGING 94001					
802	EXC & DISP OF UNSUITABLE MATERIAL					6077
	* TOTAL PAY COSTS			1814400		1746891
	ADD. ANTICIP. ITEMS					
94001	FLAGGING EW 1			10000		
98999	CONTINGENCIES					

PROGRESS ESTIMATE AND COST REPORT

PAGE NO. 02 FORM E-498 (REV. 5-68)

AWARDED 08 17 70 F.A.P. CONTRACT NO. 7420 WORK DONE TO:

50 CWD

EXTENSION APPROVED A) PREFIX 322 1722

CONSTRUCTION CO USED B) 50 CWD ESTIMATE NO. 003 ESTIMATED DATE OF COMPLETION:

C) FINAL

CORRECTED ESTIMATE		PERFORMED TO DATE 08/25/70		TO COMPLETE 08/25/70		GROUP POR N	NEW TOTAL TO DATE	
QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT		QUANTITY	AMOUNT
	1682404		1682404					
221820	49910	221820	49910			9N		
100000	8500	100000	8500			9N		
						9N		
	6077		6077			9N		
	1746891		1746891					
						9N		

OREGON STATE HIGHWAY DEPARTMENT 09/24/70 PROGRESS ESTIMATE

SECTION HALSEY /F & G STREE~

HIGHWAY CITY STREETS

TYPE WORK GRADING AND PAVING

COUNTY [illegible]N

A) 30 CWD

SPECIFIED COMPLETION B)

C)

AWARDED 06 1

EXTENSION

CONTRACTOR WILDISH CONSTRUCTION CO
EUGENE

ITEM NO.	ITEM NAME / UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION QUANTITY	ORIGINAL AUTHORIZATION AMOUNT	CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT	C
99999	ENGINEERING			182440		213109	
	GRAND TOTALS			200680		1960000	

RESIDENT ENGINEER ---------- DATE

OGRESS ESTIMATE AND COST REPORT

PAGE NO. 03 FORM E-498 (REV. 5-68)

AWARDED 06 17 70 F.A.P. CONTRACT NO. 7420 WORK DONE TO:

0

EXTENSION APPROVED PREFIX 322 1722

A) 30 CHO ESTIMATED DATE

TRUCTION CO USED B) ESTIMATE NO. 003 OF COMPLETION:

C) FINAL

RRECTED ESTIMATE		PERFORMED TO DATE 08/25/70		TO COMPLETE 08/25/70		GROUP POR N	NEW TOTAL TO DATE	
NTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT		QUANTITY	AMOUNT
	213109		203866		9243			
	1960000		1950757		9243			

TE DIVISION ENGINEER

DELIVERED
SEP 24 1970

322-1722
7420

September 24, 1970

Oregon State Highway Commission

Gentlemen:

Work was completed August 25, 1970, on Contract No. 7420. The contract was with Wildish Construction Co. and was for grading and paving on the Haisey (F & C Streets) Section in Linn County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective September 24, 1970, and that you concur in this procedure at the Commission meeting on September 30.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Floyd Query
Tom Edwards
A. E. Johnson
Victor D. Wolfe
F. D. Morgan
L. H. Young
V. E. Skoog
R. D. Asburry

ms sr

RECEIVED
SEP 22 1970
322-1722
7420

322-1722
#7420

City of Halsey

P.O. BOX 35
Halsey, Oregon

September 15, 1970

Keats Oliver
State of Oregon
Highway Department
3400 Spicer Road
Albany, Oregon 97321

Dear Mr. Oliver:

The City of Halsey at the regular monthly meeting, September 14th, 1970, has hereby accepted the street improvement on "F" and "G" Streets between West First and West Second Streets.

Sincerely,

Alice F. Cochell

Alice F. Cochell, Recorder

RECEIVED
SEP 16 1970
KEATS OLIVER
RES. ENGR.

CC: Construction
~~County~~ City
Secretary
Olivor

NOTED
FLOYD QUERY

322-1722

7420

FORM S-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Halsey (F & G Streets		WEEK ENDING: Aug 29, 1970
		SECTION PREFIX: 322-1722
HIGHWAY: city streets		COUNTY: Linn
NAME OF JOB: Halsey (F & G Streets)	KIND OF WORK: grading and paving	
CONTRACTOR: Wildish Const. Co.	CONTRACT NUMBER: 7420	FEDERAL AID PROJECT NUMBER: state
DATE OF CONTRACT: 6/17/70	DATE WORK STARTED: 6/29/70	COMPLETION DATE: 8/25/70
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 1 SUPERVISION:	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 50	CALENDAR DAYS USED 50
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 100
PROJECT AUTHORIZATION: $ 20,889.38		
EXCLUSIVE OF ENGINEERING: $ 19,064.98	ENGINEERING AUTHORIZATION $ 1824.40	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 17,500	ENGINEERING COST TO DATE $ 2050	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 91
ESTIMATED PERCENT: OVERRUN / UNDERRUN - 9 %	PERCENT OF AUTHORIZATION 112 %	DATE PROJECT WAS COMPLETED: Aug 25, 1970

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L PROD.		
100	100	100	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.08	0.08			0.08
MILES PARTIALLY COMPLETED					
MILES COMPLETED	0.08	0.08			0.08
TOTAL ESTIMATED QUANTITIES (CONTRACT)	X 100 %	100 %			100 %
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	same	same			same
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

truck roller

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	fair	1		
MONDAY	"	1		
TUESDAY	"	1		
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

Routing

McGann

Docker

Bond

Walker

Boehme

Johnson

RECEIVED
AUG 31 1970
CONSTRUCTION DIVISION

Engineering

Litchfield

Gallagher

Stein

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	remaining work (Price Agreement # 2) was performed today.
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Work completed on project, Tuesday.

semi final estimate was submitted to Regional Office on Wednesday.

PROJECT COMPLETED
FINAL REPORT

SIGNED _____ LOCATION Albany

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

OREGON STATE HIGHWAY DIVISION
PROJECT INSPECTION AND REGIONAL INSPECTION REPORT

aaa-70

Project Name F & G Streets Contract No. 7120

Highway Halsey City Street Prefix No. 322-1722

County Linn F.A. No. State

Final inspection made on Aug. 7, 1970 By Gerald Wimer

in company with Mel Abraham and Keats Oliver

CHECK LIST

Date			
Was none	Construction signs removed	7-31-70	Opened to traffic.
Was none	Salem office notified to rescind construction speed zone.	With semi-final	Division materials certification submitted.
8-25-70	Contractor removed equipment from project.		
8-25-70	Roadside cleanup completed.		

REMARKS: (Appearance and riding quality of job, general quality of workmanship, etc.)

Good appearing project but with usual curb drainage problems at project ends associated with flat grades. These were corrected 8-25-70. Letter from City to follow.

RECEIVED
COUNTY & CITY SECTION
SEP - 3 1970
☐ ENGR. ☑ COOR. ☐ RE ☐ AE ☑ HE
☑ UPE ☑ CE ☐ RE ☐ RPE ☐

All contract work on this project has been completed and recommendation is made for acceptance on 8-25-70. The semi-final estimate will be submitted about 9-1-70.

cc: Construction Engineer - F. D. Morgan
Regional Engineer - R. D. Asbury
Maintenance Engineer - Robert N. Bollman
~~Bridge Engineer - Ivan D. Merchant~~
Traffic Engineer - F. B. Crandall
County-City Engineer - H. S. Cox
Resident Engineer - Keats Oliver
District Engineer - Howard Johnson
~~[illegible]~~

Copies sent to all named _____.

NOTED
H. S. COX

I. G. Wimer
(signed)

Reg. Const. Engr.
(title)

lf

June 17, 1970

Mrs. Alice F. Cochell
City Recorder
City Hall
Halsey, Oregon 97348

Dear Mrs. Cochell:

This is to acknowledge receipt of the City's check in the amount of $3420.00 as payment on the Special City Allotment project on "F" and "G" Streets in Halsey. This project is now clear for award of contract.

Your cooperation in this matter is appreciated, and if there are any questions, please let us know.

Very truly yours,

H. S. Cox
County and City Engineer

NOTED
H. S. COX

By

Oscar H. Norberg

Oscar H. Norberg
Field Engineer

OHN:lat

bc L. H. Young
F. D. Morgan
V. E. Skoog, Att: John Herr

NOTED
P. B. Arensmeier

NOTED
DON HARWELL

RECEIVED
AUG 6 - 1970
FOR FILING

322-1722
7420

June 17, 1970

Wildish Construction Co.
P. O. Box 1106
Eugene, Oregon 97401

Gentlemen:

The State Highway Commission on June 12, 1970, accepted your proposal for grading and paving on F and G Streets in the City of Halsey in Linn County for the sum of $18,144 and referred it to the State Highway Engineer with authority to award the contract as soon as approval of the City of Halsey is received and the sum of $3,420 is deposited by the City.

Those conditions were fulfilled and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 7420.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar workday count on this contract will begin June 29, 1970.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cr
Enclosures

bc: Pacific Builder & Engr., Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle, Wn., & Portland, Ore.
F. D. Morgan
I. D. Merchant
D. J. Barbee
R. D. Asburry
Keats Oliver
William Geibel (SAIF)

NOTED
H. S. COX

NOTED
H. S. COX

Mrs. Alice F. Cochell
City Recorder
P. O. Box 35
Halsey, Oregon 97438

June 5, 1970

Dear Mrs. Cochell:

On June 5, 1970, the State Highway Commission opened bids on the 1970 Special City Allotment project on "F" and "G" Streets in Halsey. The apparent low bid was submitted by Wildish Construction Company of Eugene, Oregon.

The anticipated cost based on the low bid is as follows:

Contractor's bid	$18,144.00
Anticipated additional items (flagging-State share)	100.00
TOTAL	18,244.00
14½% engineering and contingencies	2,645.38
TOTAL ANTICIPATED COST	$20,889.38

As a contract cannot be awarded until the City has deposited its estimated share of cost for the concrete driveways and curbs, please forward at your earliest convenience a check or warrant to this office in the amount of $3,420.00 made payable to the Oregon State Highway Commission.

Very truly yours,

H. S. Cox
County and City Engineer

Oscar H. Norberg

By: Oscar H. Norberg
Field Engineer

OHN:ljt

bc: L. H. Young
R. D. Asburry

Phoned Carl Nelson adv. Deposit rec'd. 6/17/70

NOTED
RICHARD UNREIN

NOTED
P. B. Arensmeier

NOTED
DON HARWELL

NOTED
H. S. COX

SALEM, OREGON
May 19, 1970

Mr. LeRoy P. Drake
Division Design Engineer

East Highway Building

This is in regard to the gas tank encroachment on "G" Street in Halsey as per your memo of May 14, 1970.

The owner has objected to having the tanks removed. The City does not have the equipment to remove them, so they asked to have them removed by the contractor if they had to be removed. Since there was the possibility that the tanks would not be in the way of construction, their disposition was not provided for in the Special Provisions. When the contract is under way, it will be determined if they have to be removed, and if so, this will be done by Price Agreement, or Extra Work Order.

Since the SCA grant cannot be used for right-of-way obligations, the cost of removal would be charged to the City by virtue of the original agreement.

A copy of the right-ofway certificate is hereto attached.

Oscar H. Norberg

Oscar H. Norberg
Field Engineer
County and City Department

OHN:ljt

cc: Mr. Melvin Abraham, Mayor of Halsey

Mr. Keats Oliver, Resident Engineer
3400 Spicer Road, Albany 97321

NOTED
P. B. Arensmeier

NOTED
RICHARD U.REIN

NOTED
DCN [illegible]

NOTED
H. S. COX

FORM S-50-X (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 14, 1970

To: MEMO TO THE FILE

SUBJECT: Halsey ("F" and "C" Streets) Section
City Streets
Linn County
Prefix 322-1405

Oscar

In response to C. W. Wimer's request that the plans for the subject project instruct the contractor to remove two 550 gallon tanks buried partly within the "C" Street right of way, I was told by the Design Section that the specifications divisinn considered this to be a right of way obligation of the city. The tanks are located near the proposed curb line, and if the contractor finds he must remove one or both of them in order to construct the curb, such removal would have to be by Price Agreement. It is understood that the city has issued a letter authorizing such.

LeRoy P. Drake
DIVISION DESIGN ENGINEER

LPD/eg

cc: F. D. Morgan
Keats Oliver
H. S. Cox

RECEIVED
MAY 15 1970
ENGINEER
COUNTY & CITY DIVISION

NOTED
[illegible] HARWELL

NOTED
H. S. COX

Oregon State Highway Commission
State Highway Building
Salem, Oregon 97310

Attention: County and City Department

Right-of-way
1970 Special City Allotment Project
"F," "G," and "H" Streets
City of Halsey

Gentlemen:

We hereby certify that to the best of our knowledge and belief all rights-of-way or rights-of-entry for the above referred to project have been secured. This includes the right, privilege, and authority to remove the two (2) tanks situated on "G" Street left of engineer's approximate Centerline Station 0+55 on "G" Street.

Dated at Halsey, Oregon, this 29th day of April, 1970.

HALSEY CITY COUNCIL

By Melvin Abraham
Melvin Abraham, Mayor

By Alice F. Cochell
Alice F. Cochell, City Recorder

Copy to D.J. Barbee for info
E.O. Asberry " "

NOTED
P. B. Arensmeier

NOTED
RICHARD UNREIN

NOTED
DON HARWELL

oca

NOTED
H. S. COX

April 22, 1970

Hon. Melvin Abraham
The Mayor
City Hall
Halsey, Oregon 97348

Dear Mayor Abraham:

After our conversation today about the two 550-gallon tanks under the proposed "G" Street construction, I phoned Mr. Robins at the garage and he said he had the right to have the tanks where they are by virtue of the City Charter.

Since the Special City Allotment agreement states that the City will provide the rights-of-way clear of any facilities that are in the way of the proposed construction, the State will wait for the City to remove the tanks or furnish evidence in writing that the State would have the right to remove the tanks under the project contract.

This job was scheduled for the June 4, 1970 bid opening, but we will hold the project and await the outcome of the right-of-way matter. Please let us know about this at your earliest convenience.

Very truly yours,

H. S. Cox
County and City Engineer

By

Oscar H. Norberg

Oscar H. Norberg
Field Engineer

OHN:mm

NOTED
P. B. Aversano

NOTED
RICHARD UNREIN

NOTED
DON HARWELL

RECEIVED
APR 10 1970
FOR FILING

383-1722
1420

March 24, 1970

City of Halsey
City Hall
Halsey, Oregon 97348

MISC. CONTRACTS and
AGREEMENTS No. 3911

Attention: Mrs. Alice F. Cosbell
City Recorder

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering improvement of "F," "G" and "H" Streets between First and Second Streets in your city.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm
Att.

cc H. S. Cox
(agreement attached)

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

Section "F", "G", and "H" STREETS Highway City of Halsey County Linn Prefix 322-1405

Res. Engr. Keats Oliver Approx. Length 0.13 Miles. Sta. _____ to Sta. _____ Date 3-16-70

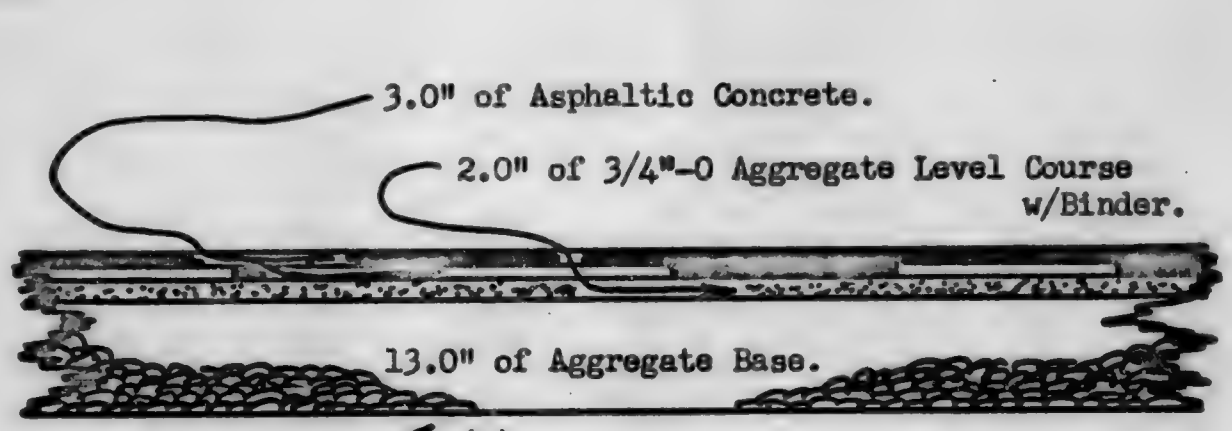
Mean

Truck A.D.T. 48 Traffic Coefficient 6.3 18 kip s.a. per day 6.6.

Annual Precipitation 40"± Frost Penetration - - -.

(1)
Typical Soil
33 LL
9 PI
100 %P 10
89 %P200
0 %Gravel
4 %C Sand
7 %F Sand
61 %Silt
28 %Clay
5 "R" Value

3-16-70



	CBE Total Req.	Credit	Actual Thick.	
		6.0	3.0	A.C.
		2.0	2.0	Level
		13.0	13.0	A.B.
21.0		21.0	18.0	

AASHO CLASSIFICATION:

A-4 (8)

MATERIAL SOURCES:

To be determined by the Engineer.

RECEIVED MAR 30 1970 FOR FIELD INFO 322-1405 7420

cc:
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Design Engineer
Specifications Engineer
Final Design Engineer
Division Geologist County-City (2)

See remarks on Page 2.

Submitted by C. J. Gregg
for Staff Assistant

Recommended by J. E. Blenden
Engineer of Materials

Recommended by L. F. Oesker
Asst Construction Engineer

Approved by J. M. Kleber
Asst. State Highway Engineer

SECTION: "F", "G", and "H" STREETS

HIGHWAY: City of Halsey

COUNTY: Linn

"OTHER ROADS"

Traffic Coefficient	A.C. Wearing Surface		3/4"-0 Level	Crushed Base		"CBE" Total Requirement	Actual Thickness
5.0 - 6.0	2.0"		2.0"	12.5"		18.5"	16.5"
Cars Only	2.0"		2.0"	7.5"		13.5"	11.5"

Remarks:

The condition survey completed in February, 1970, indicated the following "In Place" materials:

2.0"± Oil Mat (Badly broken and rutted).
4.0"± Base (Contaminated by subgrade soil).

The above materials were allowed "No Credit" in the surfacing thickness design.

Should substitutions be made use the "CBE" Total Requirement column to obtain the "Total Thickness Required" and the table below for values:

1.0"	Asphaltic Concrete	=	2.0" Crushed Base
1.0"	Plant Mix Bituminous Base	=	1.8" Crushed Base
1.0"	Cement Treated Base	=	1.8" Crushed Base
1.0"	Oil Mat	=	1.1" Crushed Base
1.0"	Stone Subbase	=	0.8" Crushed Base
1.0"	Lime Treated Subgrade	=	0.8" Crushed Base

Above factors apply to materials that comply with Standard Specifications, Supplemental Standard Specifications, and Special Provisions.

TRAFFIC ANALYSIS

SECTION: "F", "G", and "H" STREETS

HIGHWAY: City of Halsey

COUNTY: Linn

210 Present ADT (1970)

18 Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ONE WAY EWL	AVERAGE ANNUAL EWL
2	28	1.5	42	35	450	15,750
3	10	1.5	15	13	1000	13,000
4	0	—	—	—	1250	- - -
5	0	—	—	—	3180	- - -
6	0	—	—	—	2570	- - -
				48	TOTAL	

TOTAL AVERAGE ANNUAL DESIGN EWL 28,750

TWENTY YEAR EWL 575,000

TRAFFIC COEFFICIENT 6.3

SECTION: "F", "G", and "H" STREETS

HIGHWAY: City of Halsey

COUNTY: Linn

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair _____ Poor _____
   Remarks: _____
5. Cost Comparisons: See remarks

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: Oil or A.C.
7. Stage Construction: Not applicable.
8. Depressed, Surface, or Elevated Design: Surface
9. Conservation of Aggregates: See remarks
10. Stimulation of Competition: See remarks
11. Construction Consideration: See remarks
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: City prefers Asphaltic Concrete
13. Traffic Safety: Not a problem
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction.

CONCLUSION AND REMARKS:

No cost comparison made as this is a short (0.13 mi.) project.

Traffic does not warrant the use of C.R.P.C.C.

NOTED
H. S. COX

MEMO TO FILES, 3/11/70
Special City Allotment Project
HALSEY - F, G, & H STREETS

Reynoldson & Norberg talked to Melvin Abraham, Mayor, and a councilman who was also on the street committee regarding the questions in Keats Oliver's letter of February 20 about the subject streets.

1. For a waste area, the mayor suggested the outside NE quadrant of the Halsey Interchange on the freeway. The haul distance would be about 3 miles. The Division will have the ownership information from previous work.

   I think the contractor should be the owner of the excavation materials and make his own arrangements for disposal in a place and manner satisfactory to the engineer.

2. The mayor said it would not be necessary to make a curb cut in front of the unused garage on G Street.

3. The mayor was in favor of the curb around the NE corner of Second and G Streets.

   The curb return should go around the corner to prevent the owner from driving in front of his building and parking on the sidewalk area; also, as mentioned in the letter, for drainage control.

4. In regard to the removal of the two 550-gallon tanks buried left of 0+55 on G Street, the mayor said he had referred the matter to the city attorney and would let us know what his opinion would be.

Oscar H. Norberg
Field Engineer
County-City Department

OHN:mn

cc: F. B. Klaboe
D. J. Barbee
R. D. Asburry

NOTED
P. B. Arensmeier

NOTED
RICHARD UNREIN

NOTED
DON HARWELL

322-1405

FORM B-30 5M 10-65 SP*23401-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Albany, Oregon 97321
February 20, 1970

SUBJECT: Narrative Report
Halsey ("F", "G" & "H" Streets) Section
City Streets
Linn County

To:

Mr. R. D. Asburry
Division Engineer
Salem

This is a location survey to prepare plans, specifications and estimates for construction or reconstruction of 3 streets, each one block long, in the city of Halsey. They are planned to be constructed with 1970 Special City Allotment funds. Located lines follow the centers of existing rights of way and no additional rights of way are required.

Variable transverse slopes and curb exposures have been used on "G" and "H" streets in an attempt to fit the top of the curbs with the existing sidewalks which varry in elevation from one side of the street to the other.

A city water line on "G" street is to be abandoned by the city when a new water line is made ready. This is planned to be before our construction takes place. Removal of the old line and appurtenances that are above subgrade elevation should be made a part of the clearing item. Under the clearing item there are two 4-foot Bam trees to be removed along "F" St.

The following 4 questions have been brought to the city of Halsey and an answer should be recieved following their next conncil meeting March 9:

1- The question of a disposal site for excess excavation.

2- Whether or not to make a curb cut in front of an unused garage on the north side of "G" street.

3- Specific agreement should be reached as to whether or not the city wants a curb placed around the northeast corner of Second and "G" streets. The adjacent property owner has voiced opposition to having a curb there. the existing curb radius is burried under asphalt. A curb is recommended for drainage control.

4- There are two 550-gallon tanks (not in use) buried about 22 feet left of station 0+55 on "G" street. Agreement needs to be reached as to removal and disposition of the tanks. The tanks are under the sidewalk, cubb and street and need to be removed.

Keats Oliver
Resident Engineer

NOTED
RICHARD UNREIN

NOTED
DON HARWELL

322-1405

FORM E-30 REV 10-61 SP*22401.734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Albany, Oregon 97321
February 20, 1970

To:

Mr. R. D. Asburry
Division Engineer
Salem

SUBJECT: Narrative Report
Halsey ("F", "G" & "H" Streets) Section
City Streets
Linn County

This is a location survey to prepare plans, specifications and estimates for construction or reconstruction of 3 streets, each one block long, in the city of Halsey. They are planned to be constructed with 1970 Special City Allotment funds. Located lines follow the centers of existing rights of way and no additional rights of way are required.

Variable transverse slopes and curb exposures have been used on "G" and "H" streets in an attempt to fit the top of the curbs with the existing sidewalks which varry in elevation from one side of the street to the other.

A city water line on "G" street is to be abandoned by the city when a new water line is made ready. This is planned to be before our construction takes place. Removal of the old line and appurtenances that are above subgrade elevation should be made a part of the clearing item. Under the clearing item there are two 4-foot Bam trees to be removed along "F" St.

The following 4 questions have been brought to the city of Halsey and an answer should be recieved following their next council meeting March 9:

1- The question of a disposal site for excess excavation.

2- Whether or not to make a curb cut in front of an unused garage on the north side of "G" street.

3- Specific agreement should be reached as to whether or not the city wants a curb placed around the northeast corner of Second and "G" streets. The adjacent property owner has voiced opposition to having a curb there. the existing curb radius is burried under asphalt. A curb is recommended for drainage control.

4- There are two 550-gallon tanks (not in use) buried about 22 feet left of station 0+55 on "G" street. Agreement needs to be reached as to removal and disposition of the tanks. The tanks are under the sidewalk, cubb and street and need to be removed.

Keats Oliver
Resident Engineer

NOTED
DON HARWELL

RECEIVED
FEB 9 - 1970
FOR FILING

2-2-70

PREFIX NO. 322-1405

LOCATION PROSPECTUS
HALSEY ("F", "G" and "H" STREETS) SECTION
CITY STREET
LINN COUNTY

322-1722
7420

HIGHWAY: "F", "G" and "H" Streets. Not on State or Federal highway system.

TERMINI: Between First Street and Second Street.

LENGTH: 0.13 mile.

PROGRAM: 1970 Special City Allotment Funds.

NARRATIVE: This will be a location survey to prepare plans, specifications and estimates for reconstruction of three city streets in their present locations and within existing right of way. No special drainage problems are anticipated. Soils investigations will be conducted.

TYPICAL SECTION: 44-foot curbed street sections.

MATERIALS: Commercial sources.

AGREEMENTS: Routine Special City Allotment project.

ADD'L FACILITIES: None.

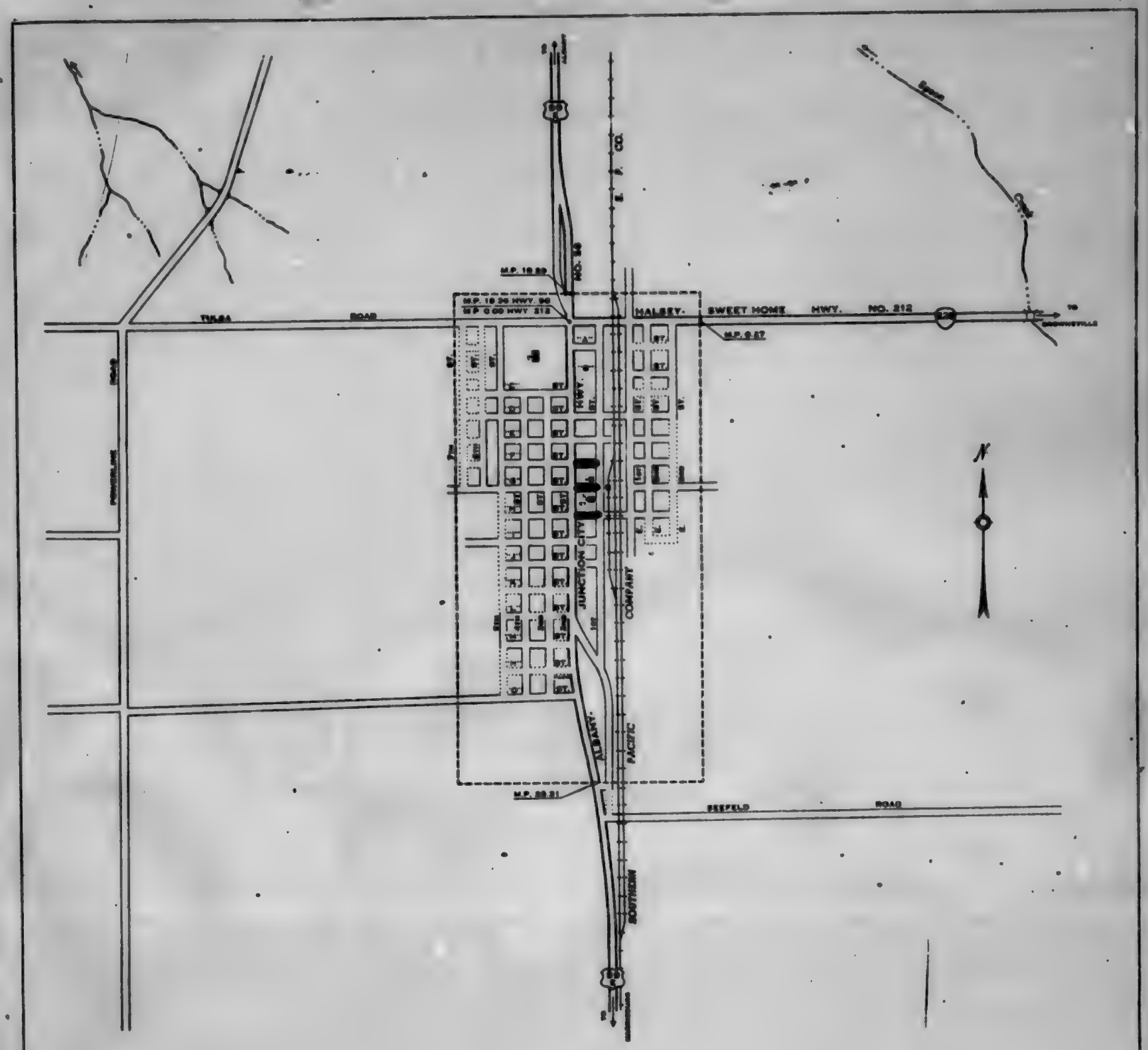
PARKS: None affected.

Attachment
February 2, 1970

Oregon State Game Commission
Bureau of Public Roads (3)
Tom Edwards
V. D. Wolfe
F. B. Crandall
E. S. Hunter
D. H. Moehring (3)
L. H. Young
R. N. Chase
B. L. Gifford
V. J. Johnson
R. E. Olson
Robert Royer
W. H. Tebeau
F. W. Yarbrough (2)
R. D. Asburry (4)
Forrest Cooper
F. B. Klaboe
D. J. Barbee
F. L. Hall
Ivan Merchant (4)
F. D. Morgan
J. M. Cartwright (2)
H. S. Cox (2)
W. N. Hackleman
A. D. Olson
Jack Rowland
C. G. Swenson
F. E. Terpin

RECEIVED
FEB 4 19[illegible]
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
FORREST COOPER



SIGNED ROUTES

INTERSTATE 5

U.S. 99

ORE. 228

LEGEND

- Post Office
- School
- R. R. Depot
- Public Bldg.
  - cv – City Hall
  - cv – Court House
  - A – Armory
  - L – Library
- Street open for travel.
- Street dedicated but not open.
- City Limits.

HALSEY

LINN COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION
IN COOPERATION WITH THE
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 484

Scale in Feet

0 100 200

April 1, 1961

FORM E-30-X (12-67)

NOTED
H. S. COX

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 13, 1970

To: L. H. Young
PROGRAM & PLANNING ENGINEER

SUBJECT: Authority for Survey
Halsey ("F","G" and "H" Streets) Section
City Streets
Linn County

Herewith for your consideration an Authority for Survey with accompanying data covering the subject project which is approved as a City project.

R. D. Asburry

R. D. Asburry
DIVISION ENGINEER

RDA/cg
Attach.
cc: D. J. Barbee
H. S. Cox

RECEIVED
JAN 15 1970
ENGINEER
COUNTY & CITY DIVISION

Noted
Oscar H. Norberg

NOTED
DON HARWELL

7944-900 Commercial St. at Madrona Ave. 1970
on Pacific Hwy. E., in Salem
#7421 (Traffic signal)

C9H 3916

RECEIVED
NOV 4 - 1971

FORM NO. 3

7944-900
7421

November 4, 1971

General Insurance Co. of America
Portland Service Office
1500 S. W. 1st Avenue
Portland, Oregon 97201

Gentlemen:

A post-final payment for $4,350 will be made to Electric Corporation on Contract No. 7421 for traffic signal installation on Commercial Street at Madrona Avenue in Salem on the Pacific Highway East in Marion County as soon as the warrant is prepared.

The total amount paid on this contract will be $16,370 including the post-final payment. No force account work was performed on this contract.

Very truly yours,

Floyd Peary, Secretary
OREGON STATE HIGHWAY COMMISSION

dr

cc Electric Corp.
1375 13th St., S.E.
Salem, Oregon 97302

bc Frank Morgan
Ivan Marchant
V. E. Skoog
Attn: John Kerr
J. S. Boyd

RECEIVED
NOV 9 - 1971
FOR FILING

7944-900

7421

4i-6
10-19-71

October 25, 1971

Electric Corp.
1375 13th St., S.E.
Salem, Oregon 97302

Gentlemen:

The State Highway Commission at its meeting on October 19, 1971, considered your request for an additional 147 calendar days to complete Contract No. 7421 for traffic signals on Commercial Street at Madrona Avenue in Salem.

The Commission granted an additional 145 days without assessment of liquidated damages and waived liquidated damages for the time spent on force account work after the signals were activated.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cc F. D. Morgan
I. D. Merchant
V. E. Skoog
J. R. Boyd
Walter Sandquist
fkn:dr

RECEIVED
SEP 27 1971
BRIDGE DIVISION

RECEIVED
SEP 3 1971
BRIDGE DIVISION

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

FOR

Extension of Time to Complete Contract

Investigation has been completed regarding the request (see reverse side) for an extension of time within which to complete the following project:

Contract No. 7421 Contractor Electric Corporation

Highway Pacific East

Section Commercial Street at Madrona Avenue

Kind of Work Traffic signal installation

It is recommended that such extension be granted as requested under the following terms and conditions:

Grant 145 days without assessment of liquidated damages because of plan change in pole lengths and waive liquidated damages on time consumed on extra work after signals were activated.

Recommended for Approval:

Regional ~~Division~~ Engineer
Const.

~~Construction Engineer~~ or Bridge Engineer

Assistant State Highway Engineer

Contract No. 7421

Project designation 7944-900
State—Federal

Date awarded June 12, 1970

Work started September 28, 1970

Per cent completed 100%-June 7, 1971
Date

Specified completion date 180 calendar days

Previously extended to --

Extension requested to ~~177~~ 164 calendar days

Form E-320—3M--7-55

OREGON STATE HIGHWAY COMMISSION

Contractors Request for Extension of Time to Complete Construction Contract

Oregon State Highway Commission,
Salem, Oregon.

Date June 16, 19 71

Gentlemen:

We, the undersigned, respectfully request an extension of 147 days time, from Dec. 26, 1970, to May 21, 1971, within which to complete our Contract No. 7421, described as follows:

Commercial Street at Madrona Avenue - Traffic Signal Installation

The above request is based upon the following reasons:

1. Failure of Union Metal Manufacturing Co. to deliver poles to job-site complete with proper accessories until 5-3-71. Their quoted delivery was 14 weeks after receipt of approved drawings.

2. On this contract there was just a single source of supply for poles, Union Metal. Econolite included Union Metal poles in their lump sum quote. In effect, they had no competition. Weldrite wouldn't quote the job apparently because they did not meet specifications.

Respectfully submitted,

ELECTRIC CORP.
Contractor

By Byron Simonson

CONSENT OF SURETY

Date June 22, 19 71

We, GENERAL INSURANCE COMPANY OF AMERICA, as surety

on the bond guaranteeing the completion of the contract above named and listed, hereby join in and consent to said request for extension of time, and hereby agree to remain fully bound as surety in all respects as if the latest extended date hereinabove stated had been stipulated in the original agreement.

Arthur R. Eby
Attorney-in-fact

(SEAL)

No Longer Required in Oregon
Resident Agent

State Printing 87499

RECEIVED
OCT 8 - 1971
FOR FILING

7414-700
7421

October 7, 1971

Oregon State Highway Commission

Request for Extension of Time
No. 6
October 19, 1971 meeting

Gentlemen:

Electric Corporation, contractor for the installation of traffic signals at Commercial Street at Madrona Avenue (Salem) on Pacific Highway East in Marion County, Contract 7421, has requested that they be granted an additional 147 calendar days in which to complete the contract work without assessment of liquidated damages. The contractor cites late delivery of poles as the reason for failure to complete the work within the time allotted.

The contract was awarded June 12, 1970, and allotted 180 calendar days to complete the work. This forecast a completion date of December 25, 1970. The original contract work was completed and the signals activated May 19, 1971, with 325 calendar days charged. Minor force account work, ordered late in contract period, was completed June 7, 1971. Calendar days were not charged after the signals were activated. The excess time is considered to be 145 calendar days.

Delay in delivery of the poles was due to a plan change in pole lengths made at the request of the City of Salem. This plan change was made after the contractor had placed his order for the plan length poles. The plan change disrupted the pole fabricator's schedule for production of the poles and resulted in delay to completion of the work.

Delay in delivery of the poles in this instance is considered to be an extenuating circumstance beyond the control of the contractor. I recommend the contractor be granted an additional 145 days without assessment of liquidated damages

and that liquidated damages be waived for the time spent on force account work after the signals were activated. This waives all liquidated damages.

This matter will be on the agenda for your consideration at the October 19 meeting.

Very truly yours,

R. L. Porter
State Highway Engineer

CAG:ag kw
cc Floyd Query
Tom Edwards
F. B. Klaboe
A. E. Johnson
Gary Sund
I. D. Merchant
V. E. Skoog
F. D. Morgan
L. H. Young
J. B. Boyd

RECEIVED
SEP 9 - 1971
FOR FILING

7944-900

7421

September 8, 1971

General Insurance Co. of America
1500 S. W. 1st
Portland, Oregon 97201

Gentlemen:

On September 2, 1971, we wrote to you concerning release of final payment on Contract No. 7421 awarded to Electric Corp., for a traffic signal installation on Commercial Street at Madrona Avenue in Salem.

Final payment on this contract is $786.75 and the total contract amount is $12,020. No work was performed under force account.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fm

cc Electric Corp.
1375 13th St., SE
Salem, Oregon 97302

Frank Morgan
Ivan Merchant
V. E. Skoog
Attn: John Kerr
J. B. Boyd

RECEIVED
SEP 2 - 1971

7944-ICC
1421

September 1, 1971

Oregon State Highway Commission

Gentlemen:

Work was completed May 19, 1971 on Contract No. 7421. The contract was with Electric Corporation and was for a traffic signal installation on the Commercial Street at Madrona Avenue (Salem) Section of the Pacific Highway East in Marion County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective September 1, 1971 and that you concur in this procedure at the Commission meeting on September 8, 1971.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Floyd Query
Tom Edwards
A. E. Johnson
V. D. Wolfe
F. D. Morgan
I. D. Merchant
V. E. Skoog
L. H. Young
J. B. Boyd

VG:fw

RECEIVED
MAY 21 1971
FORM E-30 (4-70)
FOR FILING

7-14-1-920
7-121

BP*52503-734

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon 97310
May 20, 1971

To: R. D. Asburry
Region 2 Engineer
E. SALEM HIGHWAY BUILDING

SUBJECT: Traffic Signal Installation
South Commercial & Madrona
Salem

The traffic signal installation which has been financed 100 percent by the Fred Meyer Corporation and installed at the intersection of South Commercial and Madrona in Salem was activated Tuesday, May 18.

The traffic signal is not operating properly, partially as a result of faulty installation design and partially as a result of one piece of equipment which the State has not yet given to the contractor for installation. The installation as it now stands results in false calls being initiated by traffic from Madrona turning both directions through the left-turn refuge detector loops and from false calls being initiated from the Madrona Avenue loops. This latter item can be corrected by installing one additional loop detector amplifier.

Since the State is furnishing the equipment to the contractor, one additional amplifier should be given to the Electric Corporation for installation on the Madrona Avenue phase. The Fred Meyer Corporation should be charged for this additional loop amplifier, since it is a piece of equipment normally required to make the installation operate properly. The Fred Meyer Corporation should not be charged for a loop revision of the detectors located in the left-turn refuges as shown on the attached sketch.

Will you please have the Resident Engineer request the contractor to revise the left-turn loop detectors as shown as a portion of this contract. The cost for this revision should be kept separate as a non-participating item on the part of the Fred Meyer Corporation.

L. E. George
Operations Engineer

RECEIVED
MAY 24 1971
OFFICE OF
STATE HIGHWAY ENGINEER

LEG:mk
Attachment
cc: F. B. Klaboe
V. E. Skoog
R. T. Judson

RECEIVED
JUN 17 1970
FOR FILING

7744-9(1)
7421

June 15, 1970

Electric Corp.
P.O. Box 266
Salem, Oregon 97302

Gentlemen:

The State Highway Commission on June 12, 1970, awarded to you State Highway Contract No. 7421 for a traffic signal at Commercial Street and Madrona Avenue in Salem on the Pacific Highway East in Marion County.

This award was based on your bid of $15,735 which was the low bid submitted to the Commission on June 5 for this project.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Read, Assistant Secretary

fkm
cc Frank Morgan
D. J. Barbee
I. D. Merchant
R. D. Asburry
Walter Sandquist
Wm. [illegible] Geibel (SAIF)

RECEIVED
APR 22 1970
FOR FILING

7944-900
7421

4 V
3-17-70

March 19, 1970

Fred Meyer, Inc.
3800 S. E. 22nd Avenue
Portland, Oregon 97242

MISC. CONTRACTS and AGREEMENTS No. 3916

Attention: Mr. O. B. Robertson
Vice President

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering traffic signals on Highway 99E at Madrona Avenue.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm
Attachment

cc F. B. Crandall
(conf. agreement attached)

RECEIVED
JUN 23 1970
FOR FILING

7944-900
7421

March 19, 1970

MISC. CONTRACTS and AGREEMENTS No. 3716

City of Salem
City Hall
Salem, Oregon 97301

Attention: Robert S. Moore
City Manager

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering traffic signals on Highway 99E at Madrona Avenue.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn
Attachment

cc F. B. Crandall
(conf. agreement attached)

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

February 17, 1970

AGENDA
MAR 17 1970
4 V

Oregon State Highway Commission

Gentlemen:

A recent commercial development in the southerly environs of the city of Salem has created a traffic problem necessitating the installation of signals on Highway 99E at Madrona Avenue.

The developer, Fred Meyer, Inc., has agreed to assume the entire cost of the signal installation and has deposited with the Highway Division a check in the amount of $27,000 to cover this cost.

The City of Salem has agreed to assume the cost of electrical energy and the maintenance. The necessary agreements have been executed and they will be on the agenda for your consideration at the March 17 meeting.

I recommend your approval and request authority for the Secretary to sign the agreements for and on your behalf.

Very truly yours,

Forrest Cooper

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
Tom Edwards
V. D. Wolfe
F. B. Crandall
V. E. Skoog
R. D. Asburry
H. S. Cox

1 copy to Judge Sawyer

Ⓐ
4 COPIES TO BE SIGNED
By Secretary

3-3 Judge to get to Judge Sawyer

NOTED
FLOYD QUERY
not necessary per Traffic

FEB 0 - 1970

FOR FILING

1944-900
9424

January 30, 1970

Mr. O. B. Robertson
Vice President and
Director of Engineering
Fred Meyer, Inc.
3800 S. E. 22nd Avenue
Portland, Oregon 97242

Dear Mr. Robertson:

Receipt is acknowledged of your check in the amount of $27,000 to cover the cost of the installation of a traffic signal on the Pacific Highway East (Commercial Street) and Madrona Avenue in the city of Salem.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
H. S. Cox
V. E. Skoog/att.
L. E. George - Please get an agreement with the City to assume the cost of electricity and the maintenance.

TE:sr

Fred Meyer —3800 S.E. 22ND AVE.—PORTLAND, OREGON 97242
PHONE 235-8844

In the Northwest it's "MY-TE-FINE"

January 28, 1970

Mr. Tom Edwards
Assistant State Highway Engineer
Oregon State Highway Department
Salem, Oregon 97310

Gentlemen:

Enclosed - 3 executed copies of agreement between State Highway Department and Fred Meyer, Inc., and check in the amount of $27,000.00. Dates have been left open on agreement, to be filled in by State.

Yours Truly,

O. B. Robertson by jg.

O. B. Robertson
Vice President and
Director of Engineering

OBR:jg

RECEIVED
JAN 30 19[illegible]
OFFICE OF
STATE HIGHWAY ENGINEER

CITY OF
JAN 30 1970

SALEM, OREGON

TELEPHONE (503) 581-5123 • ZIP CODE 97301

7744-900
7421

January 28, 1970

Mr. Si Cox, Engineer
City-County Division
Oregon State Highway Department
Highway Building
Salem, Oregon 97310

Dear Mr. Cox:

At the January 26th meeting of the City Council four resolutions were adopted having to do with studies or proposed agreements involving the State Highway Commission and the City of Salem. I am enclosing copies of the following with the request that you transmit them to the appropriate divisions of the Highway Department:

Resolution No. 70-12	requesting participation in design and location study on a belt parkway.
Resolution No. 70-18	declaring City's intention to widen Cherry Av., NE in conjunction with construction of I-305 freeway.
Resolution No. 70-21	authorizing agreement for installation of traffic control signal at Madrona and Commercial, SE.
Resolution No. 70-23	authorizing execution of agreement between City and State of Oregon relative to acquisition of Minto Island park site.

If you require additional copies of any of the enclosed documents, please let me know.

Very truly yours,

Betty J. Marsh
City Recorder

RECEIVED
JAN 29
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 29 1970
ENGINEER
COUNTY & CITY DIVISION

Enclosures 4

cc: Citizens Adv. Traffic Commn.
Regional Parks Dept.
Salem Planning Commn.

Admin (Klebe) } 70-12
Design (Barker) } 70-18
Traffic (Crane) } 70-21
Parks (Churchill) recd #70-23

OREGON'S CAPITAL

RESOLUTION NO. 70 21

WHEREAS, in order to expedite the flow of traffic it appears in the public interest that a five-phase fully actuated traffic signal be installed at the intersection of Madrona and Commercial Streets SE; and

WHEREAS, Commercial Street at said intersection is a State Primary Highway under the jurisdiction of the State Highway Commission; and

WHEREAS, under provisions of state law the state and city may enter into agreements for the construction of such traffic signal and the allocation of costs; NOW, THEREFORE,

BE IT RESOLVED BY THE COMMON COUNCIL

OF THE CITY OF SALEM, OREGON:

THAT the mayor and recorder on behalf of the City of Salem are hereby authorized and directed to enter into an agreement with the State of Oregon, by and through the State Highway Commission relating to the installation of a traffic control signal at the intersection of Madrona and Commercial Streets SE a copy of said agreement being herewith attached and by this reference made a part hereof.

ADOPTED by the Common Council this 26th day of January, 1970.

ATTEST:

/s/ Betty J. Marsh
CITY RECORDER

RECEIVED
JAN 20 1970
FOR FILE
7944-700
7421

January 15, 1970

6101

Mr. B. T. Van Worner
Director of Public Works
City Hall
Salem, Oregon 97301

Dear Mr. Van Worner:

This is in further response to your letter of December 30 concerning the signalization of the intersection of Commercial Street and Madrona Avneue near the Fred Meyer Store.

We are negotiating with the Fred Meyer Company for the installation. There are attached two copies of an agreement between the State Highway Division and the City of Salem, wherein the City is asked to care for future maintenance and power consumption.

Will you please arrange for the signing of these agreements by the proper City officials and return them to this office. We will then arrange for their approval by the State Highway Commission, after which you will be furnished with a fully executed copy.

Your cooperation in this matter is appreciated.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

Attachments (2)

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. B. Crandall
H. S. Cox
R. D. Asburry (enc.)

VPJ:ji ja

RECEIVED
JAN 20 1970
FOR FILING
7944-900
7421

January 15, 1970

Mr. Oran B. Robertson
Vice President and
Director of Engineering
Fred Meyer, Inc.
3800 S. E. 22nd Avenue
Portland, Oregon 97242

Dear Mr. Robertson:

When the access permit was negotiated for the Fred Meyer Store on South Commercial Street in Salem, it was agreed by your company that at such time as signalization of the intersection of Commercial Street and Madrona Avenue became necessary your company would bear the cost of the installation.

Traffic conditions at the intersection, as a result of store activities, has now reached the point where the City of Salem and the State Highway Division believe that signalization is necessary. There are attached three copies of an agreement covering the installation. Five-phase, fully-actuated traffic signals are estimated to cost $27,000. The State will prepare the necessary plans, specifications, and contract for the installation.

Will you please arrange for the signing of these agreements by the proper officials of your company. We will then arrange for their approval by the State Highway Commission, after which you will be furnished with a fully executed copy.

The State will then call for bids and after the opening of bids, but prior to awarding the contract, we will notify you of the exact amount of the low bid. Upon

receipt of your company's check in the amount of the low bid, we will then award the contract.

Your cooperation in this matter will be appreciated.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

Attachments (3)

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. B. Crandall
R. D. Asburry (enc.)
M. S. Cox

VPJ:ji ja

RECEIVED
DEC 5 - 1969

7944-900
7421

December 31, 1969

Mr. B. T. Van Norner
Director of Public Works
City Hall
Salem, Oregon 97301

Dear Mr. Van Norner:

In response to your letter of December 30 concerning the signalization of Commercial Street and Madrona Avenue, I wish to advise that in view of the City's strong position in this regard we will accede to your wish for the installation of a signal at this point.

I am asking our people by a copy of this letter to initiate negotiations with the City concerning the financing of the project.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

TE:ja

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
L. E. George (enc.) - Please initiate an agreement on a 50/50 basis with the City assuming maintenance and power.
R. D. Asburry (enc.)
H. S. Cox (enc.)

city of SALEM, OREGON
TELEPHONE (503) 585-7500 • ZIP CODE 97301
DEPARTMENT OF PUBLIC WORKS
City Hall - Salem, Oregon

December 30, 1969

Mr. Tom Edwards
Assistant State Highway Engineer
Oregon State Highway Building
Salem, Oregon 97310

Re: Traffic Signal, Commercial Street (US99E) and Madrona Avenue

Dear Mr. Edwards:

Your letter of November 25, 1969 indicated that the State Highway Department is "extremely reluctant to see traffic signals installed at this intersection, since the restricted sight distance on the south approach could very possibly create a more serious accident history than that now existing."

This matter was referred to the Citizens Advisory Traffic Commission at its December 11, 1969 meeting. As was pointed out in your report, there is a very marginal warrant for signalization at this intersection based on traffic volumes. The Traffic Commission felt that two major items have been overlooked, one being the extreme distance pedestrians must travel in crossing Commercial Street, and the congestion at both the main entrance to Fred Meyer and the intersection of Commercial Street and Madrona Avenue.

The Traffic Commission took exception to the statement in the report that, "It is not believed that signalization of this intersection would reduce congestion at the main entrance to the shopping center." They felt that if signals were installed shoppers would utilize them since it is often difficult to make a left turn onto Commercial Street from the main entrance to the Fred Meyer store.

The City Council at its December 22, 1969 meeting concurred in the opinion of the Traffic Commission and recommended that this matter be referred back to the State Highway Department for reconsideration of signalization.

Very truly yours,

B. T. Van Wormer

B. T. VAN WORMER
Director of Public Works

RECEIVED
DEC 31 1969
OFFICE OF
STATE HIGHWAY ENGINEER

WES:br

cc: Alderman Robert E. Lindsey
Oran B. Robertson, Fred Meyer, Inc.

Tom: We've got a pretty good group of citizens on this C.A.T.C. this time. Hope you can see your way clear to concur with them. Best Regards - Van -

PROGRAM
NOV 28 1969
FOR FILING
7944-900
7421

November 25, 1969

1965

Mr. B. T. VanNorman
Director of Public Works
City Hall
Salem, Oregon 97301

Dear Mr. VanNorman:

As was indicated to you in my letter of October 21, we have made an investigation of the traffic conditions at South Commercial (US99E) and Madrona Avenue. A copy of this investigation is attached. The completion of this report was delayed in an effort to get the best possible accident data.

As may be seen from the report, there is a very marginal warrant for signalization of this intersection based on traffic volumes. The accident data which we have obtained both from our records and from the City of Salem Police Department records indicate that some difficulty was experienced immediately after the Fred Meyer Shopping Center opened, but that since that time the intersection has not experienced an adverse accident history.

Although the Fred Meyer Corporation has agreed to install traffic signals at its own cost at such time as they are needed, it is not felt that existing conditions are of a nature that would be improved by installation of signals. As indicated previously, unless warranting conditions do exist, we are extremely reluctant to see traffic signals installed at this intersection, since the restricted sight distance on the south approach could very possibly create a more serious accident history than that now existing.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. B. Crandall

Attachment

LEG:mk ja

T.E.

DEPARTMENT OF TRANSPORTATION
Oregon State Highway Division
Traffic Engineering
October 29, 1969

REPORT OF TRAFFIC SIGNAL INVESTIGATION
Commercial Street at Madrona Avenue
US99E - Salem

Recommendation:

As a result of this investigation it is recommended that traffic signals not be installed at the subject intersection at the present time.

Historical Background:

The Fred Meyer Shopping Center, which occupies the northeast quadrant of this intersection, was constructed during the summer of 1968. As a part of its application for an access permit, the Fred Meyer Corporation agreed to bear the cost of signalization of the intersection if and when such became necessary.

This investigation and report is in response to a request from Mr. William E. Stark, Traffic Engineer, City of Salem. The request cited increasing accidents and congestion at the intersection and congestion at the main entrance to the shopping center about a block north of the intersection.

Investigation:

The point investigated is a four-way intersection. Commercial Street carries four lanes of traffic and there are left-turn refuges at the intersection. Madrona Avenue to the west is an arterial street. To the east it serves á residential area and a secondary access to the shopping center. The designated speed on Commercial Street was recently reduced from 45 MPH to 35 MPH.

A traffic count taken at the intersection on Wednesday, October 22, showed a 24-hour total entering volume of 14,537 vehicles. 1,614 vehicles, or 11% of the total, entered from Madrona Avenue. A total of 684 vehicles made left turns off Commercial Street. During the 16-hour period beginning at 6:00 a.m., 66 pedestrians crossed Commercial Street.

The shopping center opened in November, 1968. During November and December there were three reported accidents at the intersection. Four persons were injured. Two of the accidents were of a type that might have been prevented by traffic signals. Accident data for 1969 are not available.

As can be seen from the attached comparison sheet, there is a very marginal warrant for signalization of this intersection. However, a vertical curve to the south would restrict the visibility of the signals for a northbound driver. With the relatively high speeds and traffic volumes that exist, the restricted approach sight distance would be a definite cause of hazard if signals were installed.

It is not believed that signalization of this intersection would reduce congestion at the main entrance to the shopping center. The parking layout is oriented toward the main access for both entrance and exit. Interior circulation is far from optimum. It is not believed that signalization would divert any large segment of the center's customers to the Madrona Avenue access.

VPJ:dh

Oregon State Highway Department
Traffic Engineering Division
Accident Analysis

COLLISION DIAGRAM

City of Salem County Marion
Intersection of Commercial St. and Madrona Ave.
Highway Number 1E (US99E) M.P. 52.86
Period Covered 11-1-68 to 12-31-68
Compiled by RBC Drawn by _____ Date 10-7-69

LEGEND

- Person Killed
- Pedestrian Killed
- Person Injured
- Pedestrian Injured
- Property Damage Only
- Collision – Rear-end
- Collision – Head-on
- Collision – Sideswipe

- Path of Pedestrian
- Path of Vehicle
- Path of Animal
- Vehicle Moving
- Vehicle Stopped
- Vehicle Backing
- Properly Parked
- Improperly Parked
- Vehicle Overturned
- Vehicle Skidded

1 head on collision in the southbound lane not shown on this diagram occured March 18, 1969

Collision Type	11-1-68-12-31-68																			
	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total
Angle																				
Head-on																				
Rear-end		1		1																
Sideswipe																				
Turning Movement			2	2																
Parking																				
Non-collision																				
Fixed Object																				
Pedestrian																				
Backing																				
Misc.																				
TOTAL		1	2	3																

OREGON STATE HIGHWAY DIVISION
Traffic Engineering

TRAFFIC SIGNAL WARRANT COMPARISON*
Commercial Street at Madrona Avenue
US99E - Salem

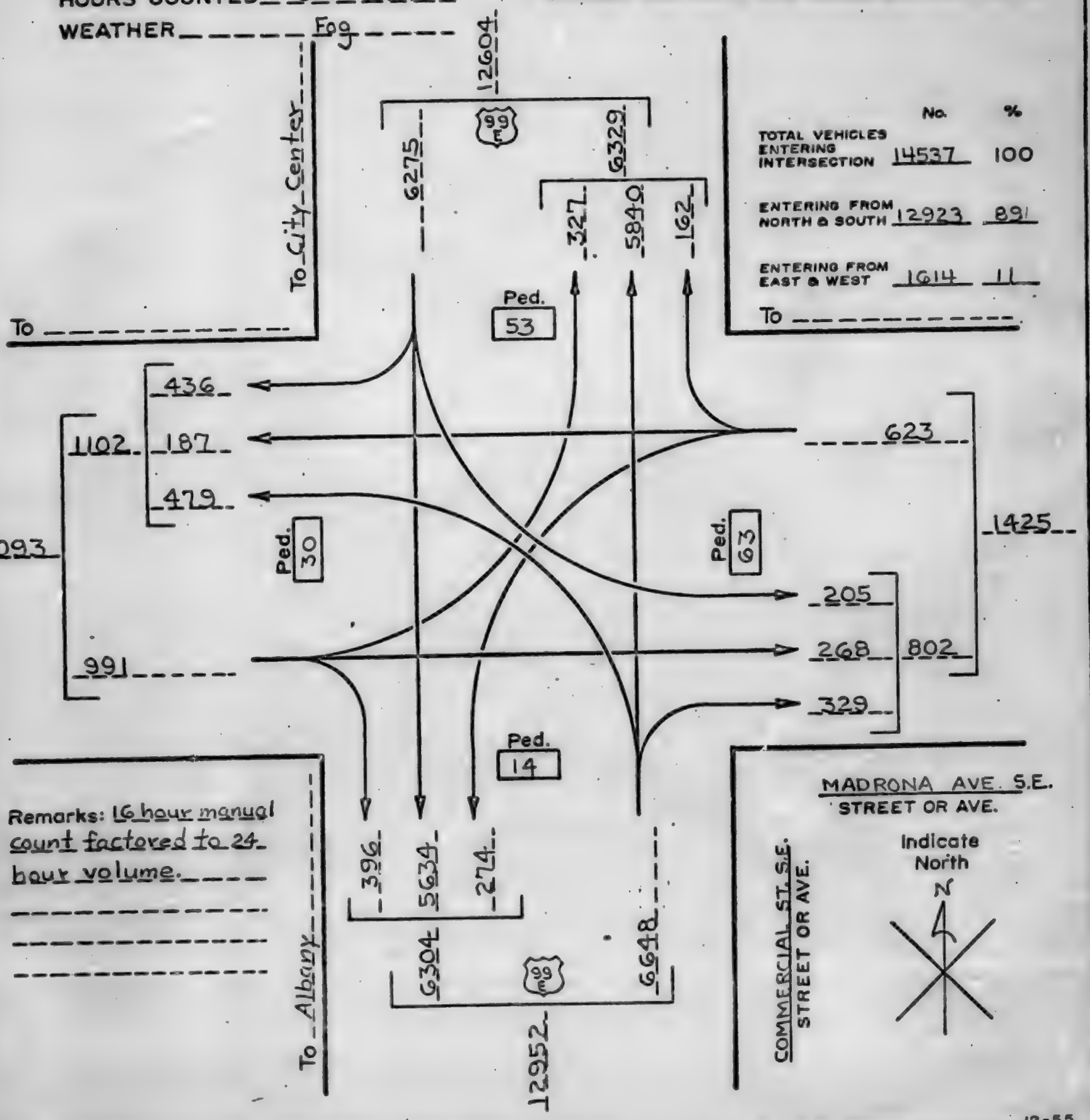
Item	Observed Conditions	Minimum Warrant
Minimum Vehicular Volume Warrant:		
Average Hourly Volume on Major St.-Max. 8 hrs. (Total of both approaches)	916	600
Average Hourly Minor Street Volume-Same 8 hrs. (Highest hourly volumes from either approach)	65	150
Interruption of Continuous Traffic Warrant:		
Average Hourly Volume on Major St.-Max. 8 hrs. (Total of both approaches)	916	900
Average Hourly Minor Street Volumes-Same 8 hrs. (Highest hourly volumes from either approach)	65	75
Minimum Pedestrian Volume Warrant:		
Average Hourly Volume on Major St.-Max. 8 hrs. (Total of both approaches)	916	600
Average Hourly Ped. Volume Across Major St.-Same 8 hrs. (Highest volume crosswalk)	5	150
Accident Experience Warrant:		
Preventable Accidents (Last 12 months)		

*The hourly warrants are those prescribed in the National Manual on Uniform Traffic Control Devices for Streets and Highways.

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
TWENTY-FOUR HOUR VEHICULAR VOLUME

DATE October 22, 1969
DAY OF WEEK Wednesday
ACTUAL COUNT (VEH) 16 HRS.
HOURS COUNTED 6AM-10PM
PEDESTRIAN COUNT 16 HRS.
HOURS COUNTED 6AM-10PM
WEATHER Fog

CITY OF Salem
INTERSECTION OF Pacific Highway East No.1E
AND Madrona Ave
STATION NO. M.P. 52.87
CODE NO.
CLASSIFICATION All vehicles



	No.	%
TOTAL VEHICLES ENTERING INTERSECTION	14537	100
ENTERING FROM NORTH & SOUTH	12923	89
ENTERING FROM EAST & WEST	1614	11

To

Remarks: 16 hour manual count factored to 24 hour volume.

12-55

-43—314

OREGON STATE HIGHWAY COMMISSION
Traffic Engineering Division

SUMMARY OF TRAFFIC COUNT

Date October 22 1969
Day of week Wednesday
Hours counted 6AM to 6PM
Weather Fair
Classification All Vehicles
City of
Intersec
Station
Code nu

TIME	SUMMARY BY MOVEMENTS													From North and South	Per Cent of Total	From East and West	Per Cent of Total	North
	North to East	East to North	North to West	West to North	North to South	South to North	East to West	West to East	East to South	South to East	West to South	South to West	TOTAL					
6:00- 7:00	2	2	5	7	77	143	1	1	0	1	7	7	255	235	93	18	7	84
7:00- 8:00	4	2	10	53	154	417	2	7	0	3	43	50	775	665	86	107	14	168
8:00- 9:00	7	10	9	16	184	354	4	4	3	5	17	19	632	578	91	54	9	200
9:00-10:00	8	10	11	11	209	273	7	11	7	10	26	19	622	550	88	72	12	248
10:00-11:00	15	10	13	14	244	293	6	8	10	19	9	13	649	592	91	57	9	267
11:00-12:00	8	7	13	17	264	317	13	21	11	16	15	21	808	719	89	89	11	365
12:00- 1:00	11	5	15	24	237	281	13	14	17	13	22	20	631	536	90	95	10	413
1:00- 2:00	11	12	23	17	310	314	7	13	17	31	20	16	860	774	90	86	10	350
2:00- 3:00	9	13	22	19	307	290	12	13	23	22	12	15	817	725	89	92	11	357
3:00- 4:00	21	12	29	6	380	314	14	21	18	13	27	32	1013	910	90	103	10	471
4:00- 5:00	12	15	11	15	435	425	23	17	25	33	36	53	1252	1113	89	139	11	599
5:00- 6:00	11	7	11	11	451	397	15	22	27	29	39	43	1352	1220	90	132	10	753
6:00- 7:00	12	11	39	25	463	422	14	27	22	30	33	27	1670	1535	88	132	12	457
7:00- 8:00	12	10	32	20	396	382	21	31	23	25	18	31	925	805	87	123	13	387
8:00- 9:00	15	5	15	22	271	216	9	17	21	21	17	15	659	554	84	105	16	299
9:00-10:00	9	9	21	13	251	215	7	10	10	12	14	17	513	530	89	63	11	283
10:00-11:00																		
11:00-12:00																		
12:00- 1:00																		
1:00- 2:00																		
2:00- 3:00																		
3:00- 4:00																		
4:00- 5:00																		
5:00- 6:00																		
Hour total .	202	162	436	321	6241	5340	187	268	274	329	376	477	14535	12922	89	1614	11	6277
Hour total .	186	147	396	297	5122	5231	170	244	249	299	360	435	13214	11747	89	1467	11	5702
Hour total .																		
rol . . .																		
or . . .																		

Tabulated by
Computed by
Checked by
Checked by

South Commercial St. is North and South
Madrona Avenue St. is East and West.

ATE PRINTING DEPT.

OREGON STATE HIGHWAY COMMISSION
Traffic Engineering Division

SUMMARY OF TRAFFIC COUNT

City of Salem

Intersection S. Commercial St (99E) & Madrona Ave.

Station number MP 52.87

Classification All Vehicles

Code number

Entering Volumes

South to East	West to South	South to West	TOTAL	From North and South	Per Cent of Total	From East and West	Per Cent of Total	SUMMARY BY LEGS: North	East	West	South	PEDESTRIANS USING CROSSWALKS: North	East	West	South
1	7	7	253	235	93	18	7	84	3	15	151			1	1
3	43	50	775	668	86	107	14	168	4	103	500	1		3	2
5	17	19	632	578	91	54	9	200	17	37	378	1	1		3
10	26	19	622	550	88	72	12	248	24	48	362				
19	9	13	649	592	91	57	9	267	26	31	325	2	1	1	1
16	18	21	808	719	89	89	11	365	33	56	354	17	4	4	
13	22	22	731	656	90	75	10	415	35	60	421	3			1
32	20	16	860	774	90	86	10	350	26	50	424	4	16	4	
22	12	15	817	725	89	92	11	358	48	44	367	4	6	3	
13	27	32	1013	910	90	103	10	471	44	59	439	8	3	6	1
25	36	53	1252	1113	89	139	11	599	68	71	514	10	12	3	4
29	37	43	1352	1220	90	132	10	753	56	76	467	4	10		
30	33	27	1670	1535	88	132	12	457	47	85	481		4		
25	13	31	928	805	87	123	13	387	54	69	418	3	1		
21	17	18	659	554	84	105	16	299	45	60	255	2	2		
12	14	17	513	530	89	63	11	283	26	37	247	3	3		
329	376	479	14535	12923	89	1614	11	6275	623	971	6648				
299	360	435	13214	11747	89	1467	11	5704	566	901	6043	53	63	30	14

Tabulated by PR

Computed by PR

Checked by

Checked by

uth

Vest

RECEIVED
NOV 21 1969
PUBLIC WORKS

City of SALEM, OREGON
TELEPHONE (503) 585-7500 • ZIP CODE 97301
DEPARTMENT OF PUBLIC WORKS
City Hall - Salem, Oregon

79-44-900
1421

November 20, 1969

Mr. Tom Edwards
Assistant State Highway Engineer
Oregon State Highway Building
Salem, Oregon 97310

Re: Accident Reports, Commercial Street and Madrona Avenue

Dear Mr. Edwards:

Your letter of October 21, 1969 requested that we send you copies of any Salem Police Department reports of accidents which have occurred at the intersection of Commercial Street (US99E) and Madrona Avenue within the past six months.

The Police Department has researched its files for the period between February 1 and November 1, 1969. Attached is a copy of a report of an accident which occurred at the subject intersection on March 18, 1969.

Sincerely yours,

William E. Stark

WILLIAM E. STARK
Traffic Engineer

WES:br

Attach.

RECEIVED
NOV 21 1969
OFFICE OF
STATE HIGHWAY ENGINEER

11-24-69
Copy to
Burd

C-19 MB

Accident Report — Police (FA)

STATE OF OREGON ■ INJURY ☐ PROP. DAMAGE

Salem Police DEPARTMENT

NO. 18803

DATE OF ACCIDENT	TIME OF ACCIDENT	ARRIVED AT SCENE	CITY	COUNTY	SHEET ___ OF ___ SHEET(S)
18MAR69	0109 ☐ A.M. ☐ P.M.	0109 ☐ A.M. ☐ P.M.	SALEM	MARION	

OCCURRED ON (Route Number or Name): Comm'l SE

AT INTERSECTION OF (Route Number or Name): MADRONA SE

DO NOT WRITE IN THIS SPACE

IF NOT AT INTERSECTION ☐ FEET ☐ MILES ☐N ☐S ☐E ☐W OF (Intersecting Highway or street, landmark, or house no.) MILE POST

NEAREST CITY ☐N ☐S ☐E ☐W MILES OF

ACCIDENT INVOLVED: ☐ PEDESTRIAN ☐ RR TRAIN ☐ ANIMAL ☐ RAN OFF ROAD ☐ FIXED OBJECT ☐ CITY, COUNTY OR STATE PROPERTY DAMAGED. ■ OTHER MV ☐ BICYCLE ☐ OVERTURNED IN ROAD ☐ OTHER NON COLLISION ☐ OTHER OBJECT

CODE FOR INJURY (Use only the most serious one in each space for injury)
K - Dead before report made.
A - Visible signs of injury, as bleeding wound or distorted member; or had to be carried from scene.
B - Other visible injury, as bruises, abrasions, swelling, limping, etc.
C - No visible injury but complaint of pain or momentary unconsciousness.
D - No indication of injury.

UNIT No. 1 - MOTOR VEHICLE

DRIVER'S FULL NAME (last) (first) (middle): KING, DOUGLASS MACARTHUR

ADDRESS: 2295 CHURCH NE SALEM OREGON

OPERATOR LICENSE NO.	STATE	SPECIFY TYPE	DATE OF BIRTH	Place an O under SEAT BELT if not installed; X, if installed; XX, if in use.	SEAT BELT	AGE	SEX	INJ.
788335	OREG. ☐ REGULAR ☐ OTHER		30JAN43	O	O	26	M	A

SEAT POS.	OCCUPANTS' NAMES	OCCUPANTS' ADDRESSES	SEAT BELT	AGE	SEX	INJ.
FRONT CENTER	NONE					
FRONT RIGHT						
REAR LEFT						
REAR CENTER						
REAR RIGHT						

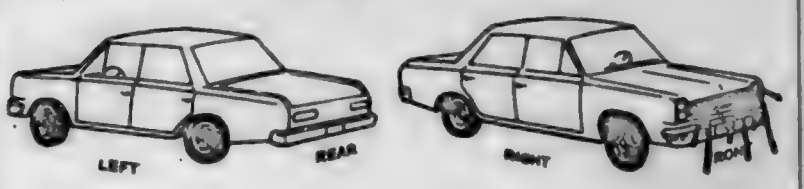
VEHICLE MAKE & MODEL: CHEVROLET — BODY STYLE: 4-DR — YEAR: 1959

LICENSE PLATE NUMBER: HCR-283 — STATE: OREGON — YEAR: 1969

OWNER'S NAME AND ADDRESS: ROBERT D. KEY RT 1 BOX 127 AUMSVILLE

VEHICLE REMOVED BY/TO: BALES & BRADY — TO THEIR LOT

DAMAGE SUSTAINED: FD-7



IS VEHICLE DRIVABLE? ☐ YES ■ NO

UNIT No. 2 - MOTOR VEHICLE, PEDESTRIAN, BICYCLIST, OR OTHER

DRIVER'S (PEDESTRIAN'S, BICYCLIST'S OR OTHER) FULL NAME: SCHULTZ, FRANK JOE

ADDRESS: 440 MILLER S. SALEM OREGON

OPERATOR LICENSE NO.	STATE	SPECIFY TYPE	DATE OF BIRTH	Place an O under SEAT BELT if not installed; X, if installed; XX, if in use.	SEAT BELT	AGE	SEX	INJ.
392090	OREG. ☐ REGULAR ☐ OTHER		20SEP29	XX	XX	39	M	A

SEAT POS.	OCCUPANTS' NAMES	OCCUPANTS' ADDRESSES	SEAT BELT	AGE	SEX	INJ.
FRONT CENTER	NONE					
FRONT RIGHT						
REAR LEFT						
REAR CENTER						
REAR RIGHT						

VEHICLE MAKE & MODEL: COMET — BODY STYLE: 2-DR — YEAR: 1966

LICENSE PLATE NUMBER: FBL-435 — STATE: OREGON — YEAR: 1969

OWNER'S NAME AND ADDRESS: THOMAS P. COPE 924 CHURCH N.E.

VEHICLE REMOVED BY/TO: BALES & BRADY — TO THEIR LOT

DAMAGE SUSTAINED: FD-7

IS VEHICLE DRIVABLE? ☐ YES ■ NO

WEATHER (Check one)	ROAD COND. (Check one)	LIGHT COND. (Check one)
☐ CLEAR	☐ DRY	☐ DAYLIGHT
■ RAINING	■ WET	☐ DAWN OR DUSK
☐ SNOWING	☐ SNOWY	■ DARKNESS, LIGHTED
☐ FOG	☐ ICY	☐ DARKNESS, UNLIGHTED
☐ OTHER.....	☐ OTHER.....	☐ OTHER.....

	UNIT 1	UNIT 2
SKIDMARKS TO IMPACT (ft)	UNK	UNK
DISTANCE TRAVELED AFTER IMPACT (ft)	UNK	UNK
STATED SPEED BEFORE IMPACT (MPH)	35	UNK
DESIGNATED SPEED FOR AREA (MPH)		

FIRST AID GIVEN BY: WILLAMETTE AMBULANCE

INJURED TAKEN TO: SALEM MEMORIAL BY: WILLAMETTE AMBULANCE

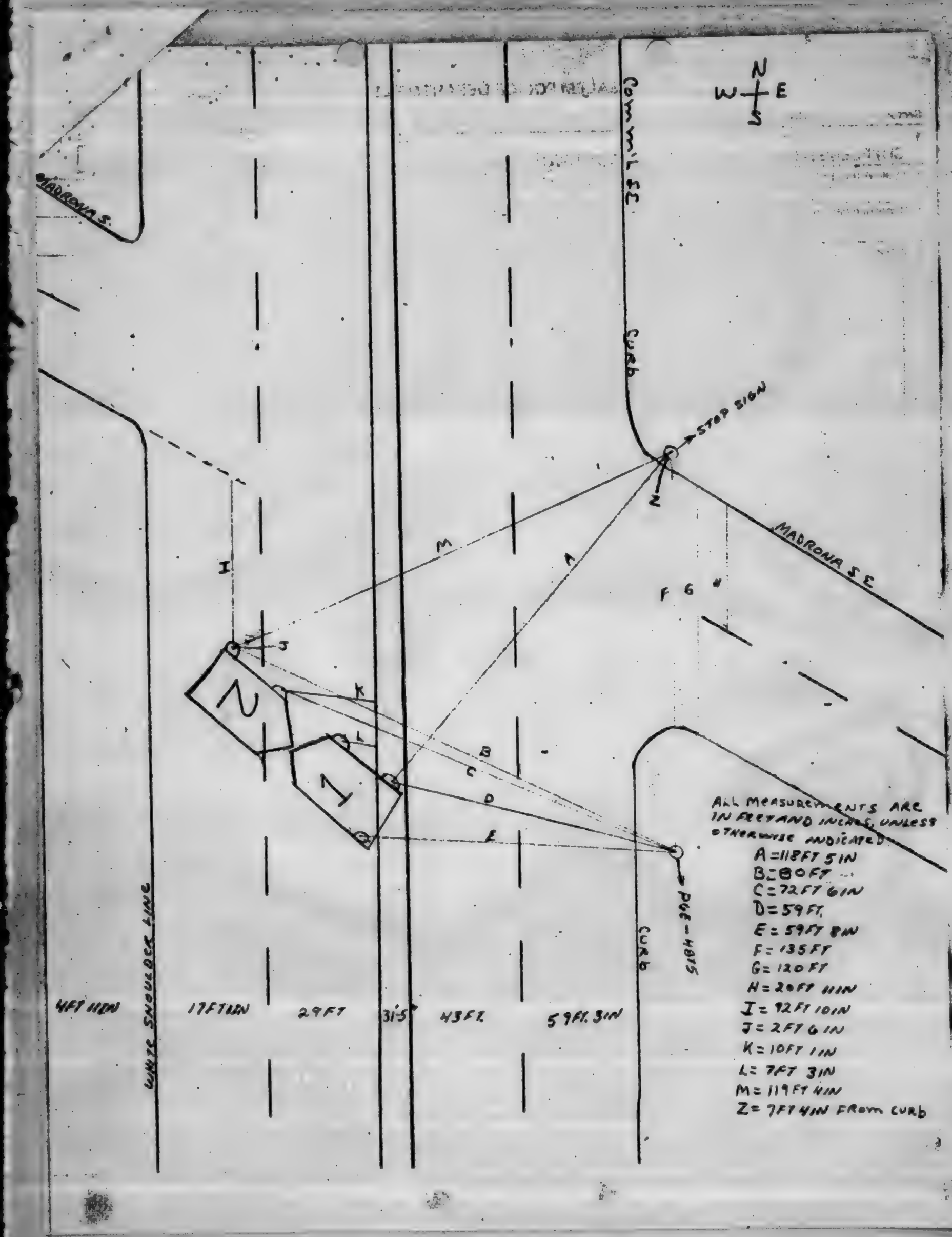
WITNESSES NAME: R.E. Steele 77 ADDRESS: SALEM POLICE 585-8910

NAME: ADDRESS:

ACTIONS TAKEN (Arrests, etc.) CTD FOR 1 DRIVING ON WRONG SIDE OF STREET. DOUGLASS M. KING

REPORTING OFFICER: R.E. Steele 77 / SCHILLER

CD-46 11/67


N
W
E
S
MADRONA S.
Comm'l EE
Curb
STOP SIGN
N
MADRONA S E
M
A
I
F G H
J
K
L
B
C
D
E
2
1
WHITE SHOULDER LINE
4FT 11IN
17FT 11IN
29FT
31'5"
43FT.
59FT. 3IN
CURB
PGE-4185
ALL MEASUREMENTS ARE IN FEET AND INCHES, UNLESS OTHERWISE INDICATED
A = 118FT 5IN
B = 80FT ...
C = 72FT 6IN
D = 59FT.
E = 59FT 8IN
F = 135FT
G = 120FT
H = 20FT 11IN
I = 92FT 10IN
J = 2FT 6IN
K = 10FT 1IN
L = 7FT 3IN
M = 119FT 4IN
Z = 7FT 4IN FROM CURB

DESCRIPTION & DIAGRAM OF ACCIDENT

...ribe what happened; including actions of vehicles and pedestrians, if any, prior event; contributing actions of drivers; evasive maneuvers, including skidmarks; ...ription of impact; unusual circumstances; temporary highway conditions; highway ...fects, if any; traffic control defects, if any; vehicle defects, if any; and driver and ...ical condition, if other than normal. Use "Unit 1" and "Unit 2", etc. to identify vehicles. ...so describe damage to property, other than vehicles.

Vehicle 1st NORTH BOUND IN THE INSIDE SOUTH BOUND LANE STRUCK Vehicle 2nd HEAD ON IN THE INSIDE SOUTHBOUND LANE.

Draw a sketch of the roadway arrangement, with "North" at the top. Include all structures involved in accident as well as any obstruction to visibility. Show unusual or temporary conditions (hole in pavement, barricades in construction area, etc.). All dimensions are to be estimated, except as directed in departmental orders.

NORTH

CAUSE- DRIVING ON WRONG SIDE OF THE STREET.

SUPPLEMENTARY REPORT

Vehicle 1st NO STATEMENT- UNCONSCIOUS

Vehicle 2nd STATED HE COULDN'T REMEMBER ANYTHING.

WITNESS - JUST PRIOR TO THE ACCIDENT THE WRITER OBSERVED Vehicle 1st NORTH BOUND IN THE SOUTH BOUND LANE, ABOUT ONE BLOCK SOUTH OF WHERE COMMERCIAL CHANGES FROM FOUR LANES TO TWO LANES. THE WRITER WAS FORCED INTO THE CHINA CITY RESTURANT DRIVEWAY BY Vehicle 1st. THE WRITER GAVE IMMEDIATE PURSUIT OF Vehicle 1st. JUST AS THE WRITER ENTERED COMMERCIAL WHERE THE STREET WIDENS FROM TWO LANES TO FOUR LANES, ABOUT 200 FT. IN FRONT OF THE WRITER Vehicle 1st STRUCK Vehicle 2nd HEAD ON IN THE INNER SOUTH BOUND LANE. THE WRITER ESTIMATED Vehicle 1st SPEED AS ABOUT 35 MPH, PRIOR TO THE COLLISION.

Vehicle 2nd WAS SOUTH BOUND IN THE INSIDE SOUTH BOUND LANE.

BOTH DRIVERS WERE SERIOUSLY INJURED AND PINNED INTO THEIR VEHICLES. FIRST AID WAS GIVEN BY WILLAMETTE AMBULANCE AND TRANSPORTED BY SAME TO THE SALEM MEMORIAL HOSPITAL.

RECEIVED
OCT 24 1969
City of

7944-700
7421

SALEM, OREGON

TELEPHONE (503) 585-7500 • ZIP CODE 97301
DEPARTMENT OF PUBLIC WORKS
City Hall - Salem, Oregon

October 23, 1969

Mr. Tom Edwards
Assistant State Highway Engineer
Oregon State Highway Building
Salem, Oregon 97310

Re: Accident Reports, Commercial Street and Madrona Avenue

Dear Mr. Edwards:

Your letter of October 21, 1969 requested that we send you copies of any Salem Police Department reports of accidents which have occurred at the intersection of Commercial Street (US99E) and Madrona Avenue within the past six months.

This matter has been referred to the Salem Police Department.

Very truly yours,

B. T. Van Wormer

B. T. VAN WORMER
Director of Public Works

copy to Buda 10-24-69

WES:br

cc: Sgt. David Hunter

NOTED
TOM EDWARDS

Tom — Dave Hunter will send the info to this office directly to you. Regards — Van

Stark

RECEIVED
OCT 24 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 22 1969
FOR FILING

7944=900
7421

October 21, 1969

Mr. B. T. VanMormer
Director of Public Works
City Hall
Salem, Oregon 97301

7885

Dear Mr. VanMormer:

Mr. Stark of your office recently requested our consideration of installing a traffic signal at South Commercial and Madrona. We are in the process of obtaining an updated manual vehicle volume count at the intersection to determine just what traffic conditions might be occurring at this location.

Unless critical conditions do exist, we are extremely reluctant to see traffic signals at this location since restricted sight distance on the south approach may create a serious accident potential.

We would be appreciative of receiving any of the officers' reports from the Salem City Police who might have investigated any accidents which have occurred at this intersection within the past six months.

We will contact you when our investigation is complete.

Very truly yours,

Forrest Cooper
State Highway Engineer

By ORIGINAL SIGNED
TOM EDWARDS

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. B. Crandall
R. D. Asburry

LEG:mk ja

city of SALEM, OREGON
TELEPHONE (503) 585-7500 • ZIP CODE 97301
DEPARTMENT OF PUBLIC WORKS
City Hall - Salem, Oregon

October 2, 1969

Mr. Tom Edwards
Assistant State Highway Engineer
Oregon State Highway Building
Salem, Oregon 97310

Re: Traffic Signal, Commercial Street S.E. (US99E) and Madrona Avenue S.E.

Dear Mr. Edwards:

During a pre-construction conference on the South Fred Meyer store the problem of traffic control at the intersection of Commercial Street and Madrona Avenue was discussed. Mr. Oran Robertson, Vice President and Director of Engineering, Fred Meyer, Inc., was willing to install a traffic signal at their cost at that time. Mr. L. E. George, Assistant State Traffic Engineer, asked that the signal be deferred until after the store was open in order to study the traffic pattern.

It is our understanding that Mr. Robertson gave the Highway Department a letter of intent to install a traffic signal at this intersection at their cost if and when it was determined that a signal was justified.

The Police Department has indicated that in the first eight months of 1969 they have investigated five accidents at the intersection of Madrona Avenue and Commercial Street. Observation by the Police Department and the Public Works Department indicates considerable congestion at both this intersection and the main entrance to the Fred Meyer store on Commercial Street.

This section of Commercial Street was recently reinvestigated by the State Speed Control Board, and due to the heavy commercial development, high accident frequency and congestion the existing 45 MPH speed was lowered to 35 MPH on that section of Commercial Street between Ratcliff Drive and Browning Avenue.

In view of the congestion and accidents at this intersection we respectfully request that the Oregon State Highway Department consider installing a traffic signal.

Sincerely yours,

William E. Stark

WILLIAM E. STARK
Traffic Engineer

WES:br

cc: Oran B. Robertson
Alderman Robert E. Lindsey

OCT [illegible]

RECEIVED
OCT 3 1969
OFFICE OF
STATE HIGHWAY ENGINEER

OREGON'S SALEM AN AMERICA CITY 1969 CAPITAL

I-80N-5(36) West & South Pendleton Inter- 1970
206 changes, on Old Oregon Trail
#7422 (Roadside improvement)

RECEIVED
JAN 5 - 1973
FOR FILING

STATE COPY

OSHD (AE Johnson)
Region
Wash DC
Area Engr Nichols

FINAL ACCEPTANCE REPORT
(PPM 20-6.1)

12-21-72

U. S. DEPARTMENT OF TRANSPORTATION
Federal Highway Administration
Bureau of Public Roads

eB

74223

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	8	Umatilla	Oregon
DATE OF REPORT	**REPORT MADE BY**		**PROJECT NO.**
12-21-72	P. E. O'Neil, Asst Area Engineer		I-80N-5(36)206
COMPLETION DATE	**ACCEPTANCE DATE BY CONTRACT AGENCY**	**TIME ELAPSED**	**CONTRACT TIME**
3-31-71	5-19-72	100 %	5-31-71
APPROVED EXTENSIONS	**LOCATION**		
None	Work located in west Pendleton and south Pendleton interchanges of the Pendleton bypass section, I-80N.		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.
Compliance reviews made indicate that all applicable contract requirements relative to wage rates, payroll submissions, and labor provisions have been met.
There is compliance with section 1.23 of the Regulations pertaining to encroachment on the right-of-way.

NOTED
A.E. JOHNSON

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

OK Coast 1-8-73

WEST AND SOUTH PENDLETON INTERCHANGE SECTION
OLD OREGON TRAIL HIGHWAY
Roadside Improvement

This project provided for the furnishing and placing of topsoil, a gravel blanket, an irrigation system, and the furnishing and planting of trees, shrubs, and vines.

All required work except for the responsibility under the establishment period was completed on April 1, 1971. The specified completion date was May 31, 1971. The estsblishment period ended in the fall of 1971 and at this time some replacement planting was required. The contractor upon request agreed to do the replacement planting in the spring of 1972 rather than attempting it during the fall months. This work was completed on March 27, 1972.

The final cost of the original contract was $155,009.03 which is an underrun of 1%. The total cost of the project including engineering and contingencies was $172,778.11 an underrun of 2.4%. The resident engineer has satisfactorily explained all overruns and underruns. All of the required supporting documents have been submitted and acceptance of this project is recommended.

RECEIVED
STATE HWY ENGR

1-8-73 Johnston Calloway

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY BUREAU OF PUBLIC ROADS	
SIGNATURE		**SIGNATURE**	
P. E. O'Neil, Asst Area Engineer for R. A. Nichols		G. L. Green	
TITLE	**DATE**	**TITLE**	**DATE**
Area Engineer	12-21-72	Division Engineer	12-29-72

Form PR 33-E (Rev. 7-70) EXISTING STOCKS OF FORM PR 33-E (Rev. 3-68) WILL BE USED.

RECEIVED
1972 - 1972
FOR FILING

7422

June 1, 1972

United Pacific Insurance Co.
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

On May 25, 1972, we wrote to you concerning release of final payment on Contract No. 7422 awarded to Aichele Landscaping, Inc., for roadside improvement on the west and South Pendleton interchanges of the Old Oregon Trail in Umatilla County.

Final payment on this contract is $11,643.40 and the total contract amount is $156,835.39 including $74.66 for work performed under force account.

Very truly yours,

Floyd Cleary, Secretary
OREGON STATE HIGHWAY COMMISSION

fhm

cc Aichele Landscaping, Inc.
11360 S. E. Stevens Road
Portland, Oregon 97266

C. T. Keaney
Walt Hart
V. E. Skoog
Attn: John Kerr
W. E. Schmarts

RECEIVED
MAY 2[illegible]72
FOR FILING

OREGON STATE HIGHWAY DIVISION

7422

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE May 23, 1972

TO Oregon State Highway Commission

FROM Tom Edwards
State Highway Engineer

SUBJECT Highway Project Acceptance

Contract No. 7422, Work Completed March 31, 1971

Project West and South Pendleton Interchanges

Highway Old Oregon Trail County Umatilla

Type of Work Roadside Improvement

Contractor Aichele Landscaping, Inc.

Recommended Acceptance Date May 19, 1972

The contractor has completed all work according to specifications and I recommend your acceptance of the project. I will assume this matter has your approval unless advised to the contrary.

This item will be on the agenda at the Commission meeting on June 27, 1972 for your formal concurrence.

VH:dg

cc Floyd Query
F. B. Klaboe
A. E. Johnson
L. H. Young
C. T. Keasey
W. J. Hart

STATE OF OREGON

RECEIVED

OREGON STATE HIGHWAY DIVISION

7422

HIGHWAY BUILDING • SALEM, OREGON • 97310

April 6, 1972

TO R. E. Simpson, Division Engineer
Federal Highway Administration

Federal-aid Project
No. I-80N-5(36)206

FROM George M. Baldwin
Administrator of Highways

by R D Rahm
For
L. H. Young
Programing Engineer

4-24-72

SUBJECT Request; Replacement Planting Work Completed

Young

Contract 7422 Work Completed March 20, 1972

Project West and South Pendleton Interchanges

Highway Old Oregon Trail

County Umatilla

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date 3-29-72

Conditions not acceptable: None

R. E. Simpson
Division Engineer

VG:alc

cc: Tom Edwards
L. H. Young

RECEIVED
APR 20 1972
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 7 - 1972
FHWA - PLANNING

7422

April 6, 1972

TO R. E. Simpson, Division Engineer
Federal Highway Administration

Federal-aid Project
No. I-80N-5(36)206

FROM George M. Baldwin
Administrator of Highways
ORIGINAL SIGNED BY
by R. D. ASBURRY

L. H. Young
Programing Engineer

SUBJECT Request: Change Order Approval

Contract 7422, Price Agreement No. 4

Project West and South Pendleton Interchange

Highway Old Oregon Trail

County Umatilla

This Agreement documents the transplanting of common Snowball and Forsythia shrubs from the West Pendleton Interchange to the South Pendleton Interchange and the substitution of Pfitzer shrubs for Rochester Ivy in the South Pendleton Interchange.

The transplanting of the plants from the West Pendleton Interchange to the South Interchange is due to the redesign planned for the West Interchange which would destroy the planting beds. The additional Pfitzer shrubs are required to fill out the planting beds where the Ivy plants did not survive.

Copies of the Engineer's letter of explanation and the cost justification prepared by the Landscape Engineer are attached.

This substitution of plants was tentatively recommended for approval by the Federal Highway Administration Area Engineer, April 3, 1972.

Your approval as of April 3, 1972 is requested.

EW:bb
Attachments

STATE COPY

3-28-72

FHWA (Johnson)
Region
Wash DC

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

CONSTRUCTION INSPECTION REPORT
(PPM 20-4.1)

(Check appropriate box) ☐ CONTACT ☐ PROJECT STAGE INSPECTION ☒ FINAL INSPECTION

REGION NO.	REPORT NO.	COUNTY	DIVISION
10 7428	7	Umatilla	Oregon

DATE OF INSPECTION	INSPECTION MADE BY	PROJECT NO.
3-28-72	R. A. Nichols, Area Engineer	I-80N-5(36)206

IN COMPANY WITH OSHD - C.O. Fredrickson, Reg Br Engr, N. Oliva, Res Engr, A. Shirley Jr., Reg Constr Engr. FHWA - C. Jencks, Hwy Engr Trainee

QUALITY OF WORK*	PROGRESS OF WORK	TIME ELAPSED	WORK COMPLETED
Satisfactory	Satisfactory	100 %	100 %

REPORT TO INCLUDE: (1) SCOPE OF INSPECTION (2) SUMMARY OF FINDINGS, RECOMMENDATIONS, AND ACTION TAKEN
(* Not applicable for all contacts.)

WEST AND SOUTH PENDLETON INTERCHANGE SECTION
OLD OREGON TRAIL HIGHWAY
Roadside Improvement

NOTED
A. E. JOHNSON

The project work consisted of furnishing and placing topsoil, a gravel blanket, the irrigation system and the trees, shrubs and vines.

All required work, except for the responsibility under the "Establishment Period", was completed on April 1, 1971. The specified completion date was May 31, 1971. The "Establishment Period" ended in the fall of 1971 and at this time some replacement planting was required. The contractor, upon request, agreed to do the replacement planting in the spring of 1972 rather than attempting it during the fall months. This work was completed on March 27, 1972.

There were no significant overruns or underruns at this time although the final estimate has not been received yet.

Price Agreement #4 - Replaced dead ivy in the median area of the S. Pendleton interchange with junipers. Also moved some forsythia and snowballs from W. Pendleton interchange to the S. interchange due to a proposed secondary construction job in this vicinity.

There will be a zero price change.

COPY SENT
APR 17 1972
REGIONAL OFFICE

COPY SENT
APR 17 1972
STATE

al

RECEIVED
APR 20 1972
OFFICE OF
STATE HIGHWAY ENGINEER

cy Constr
young
4-20-72

FORM FR-338
(REV. 8-70)

PREVIOUS EDITIONS WILL BE USED

7422

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: West & South Pendleton Interchanges		WEEK ENDING: March 18, 1972
		SECTION PREFIX: 630-1013
HIGHWAY: Old Oregon Trail		COUNTY: Umatilla
NAME OF JOB: West & South Pendleton Inter.	KIND OF WORK: Roadside Improvement	
CONTRACTOR: Aichele Landscaping, Inc.	CONTRACT NUMBER: 7422	FEDERAL AID PROJECT NUMBER: I-80N-5(36)206
DATE OF CONTRACT: June 12, 1970	DATE WORK STARTED	ESTIMATED COMPLETION DATE
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 5 SUPERVISION: 1	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 100
PROJECT AUTHORIZATION: $182,705.45	ENGINEERING AUTHORIZATION: $14,491.22	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $168,259.21	This Week: 224.60	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ "	ENGINEERING COST TO DATE: $12,869.60	DATE PROJECT WAS COMPLETED: 3-31-71
ESTIMATED PERCENT: OVERRUN / UNDERRUN . . . . . 0 %	PERCENT OF AUTHORIZATION . . . . 89 %	

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK: 1- 3/4 ton Pickup, 1-10Yd. Dump Truck 1-Semi w/Trailer Assort. hand tools.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 12				
MONDAY 13	Cloudy & Rain			
TUESDAY 14	Clear			
WEDNESDAY 15	Clear			
THURSDAY 16	Clear			
FRIDAY 17	Clear			
SATURDAY 18				

Routing: Keasey, Bond, Walker, Johnson, Pease, Glenn, Litchfield, Berg

RECEIVED
MAR 20 1972
CONSTRUCTION SECTION

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	No Activity
MONDAY	Contractor del. load of shrubs. Replanting shrubs at West Pendleton Inter.
TUESDAY	Removing dead shrubs at West Pendleton Inter.
WEDNESDAY	Contractor del. load of shrubs. Replanting shrubs at West & South Pendleton Inter. Also del. 9,360 lbs. of 22-16-8 Fertilizer.
THURSDAY	Contractor placing 22-16-8 Fertilizer at West & South Pendleton Inter.
FRIDAY	Contractor del. load of shrubs. Replanting shrubs at South Pendleton Inter.
SATURDAY	No Activity

REMARKS

Status: Contractor Replanting shrubs that have died during his establishment period, at West & South Pendleton Interchanges. Placed 9,360 Lbs. of 22-16-8 Fertiliser at West & South Pendleton Interchanges.

Next Week: Contractor will del. to the jobsite 503 Sutters Gold Cinquefoil and 2 Petaluma Juniper, and replant same.

SIGNED _____ LOCATION Pendleton
Steven L. Oliva Asst. Dr. Engr.

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

BP-7218

RECEIVED
AUG 9 - 1971
FOR FILING

I-8(N)-5(36)206

7422

August 6, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, OR 97308

Dear Sir:

Re: Discrimination Complaint
West & South Pendleton Interchanges
FAP No. I-80N-5(36)206
Contract No. 7422

The subject complaint was filed by Miss Karla Kaye Aichele, Route 1, Box 374, Hermiston, Oregon 97838. Miss Aichele was employed on June 30, worked two days and was laid off the third day. The reason given for her dismissal was that the contractor's insurance did not cover women.

On July 26, Aichele Landscaping, Inc. was advised of the complaint and was urged to attempt a settlement. Miss Aichele is a niece of Sol Aichele.

We have now received a letter from Miss Aichele indicating that the matter has been satisfactorily resolved. The Oregon State Highway Division considers the matter closed. Attached are copies of Miss Aichele's letter.

Very truly yours,

R. L. Porter
State Highway Engineer

By

A. E. Johnson
Assistant State Highway Engineer

Attach.
cc R. L. Porter
Tom Edwards
F. D. Morgan
H. S. Coulter H. H. Van Cleave

DES:fr ms

Aichele Landscaping. H.V. Van Cleave. Gordon Swan

I have recieved a check for $215.00 and feel fully compensated for my lose.

I have no liens or claims against the Aichele Landscaping Inc. I feel fully satisfied.

In regards to H.V. Van Cleave and Gordon Swan the above conforms.

Thankyou

Karla Aichele

Routing

Morgan		Pease
Decker	RECEIVED	Swan
Bond	AUG 3 1971	Glenn
Walker		Litchfield
Boehme	CONSTRUCTION DIVISION	Gallagher
Johnsen		Stein

Form A-103—331

I 80N-5(36)206

STATE COPY

G-1P

OREGON STATE HIGHWAY DEPARTMENT

STATE FORCES NOT INVOLVED

7122

APPROVED EFFECTIVE DATE: 3-19-71
Contingent upon modification of project agreement if additional funds are required

BY [signature] Dist. Engineer

DATE 4-7-71

FEDERAL HIGHWAY ADMINISTRATION

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 2, Supp. #1

Project Name West & South Pendleton Interchanges Date March 12, 19 71

Highway Old Oregon Trail Contract No. 7422 F. A. Project No. I-80N-5(36)206

County Umatilla Prefix 630-1013 Account No. 285-02

Description of Work To Be Done: Power to operate controllers (Pacific Power & Light).

Location by Station Numbers: Entire project.

Estimate of Quantities and Costs: Documentation only. The power bills will be a part of the original $4,000.00 set up in State Force Order No. 2.

NOTED
TOM EDWARDS

Explanation: Power to operate controllers during construction and the establishment period on this project.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$ 182,750.43
Present estimate of project cost, including $ 0.00 for work under this order	$ "
Expected under-run / over-run (amount)	$ 0
Expected under-run / over-run (per cent)	0

Space to right of this line is for use of Salem Office

Submitted by: H. N. Van Cleave, Resident Engineer

Approval Recommended: [signature], Division Engineer

Approval Recommended: Walter J. Hirst, Construction Engineer or Bridge Engineer

Approved: [signature], ~~Deputy State Highway Engineer, Assistant State Highway Engineer or~~ Office Engineer. 4-8-71

Reg Maint.

Construction

State Printing

STATE COPY

Form Approved; Budget Bureau No. 04-R2809

MONTHLY TRANSACTION NO.	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION BUREAU OF PUBLIC ROADS	STATE
6-54		Oregon
PROJECT REPORT NO.	**FEDERAL-AID PROJECT AGREEMENT**	COUNTY
3	(PPM 21-7)	Umatilla
	6-24-70	PROJECT NO. I-80N-5(36)206

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator and the Director of Public Roads relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-80N West and South Pendleton Interchanges

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY	5-13-70	0.00
CONSTRUCTION		
OTHER (Specify)		

FUNDS Pro Rata 92.26%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 177,114	$ 163,000

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

Oregon State Highway Division
(Official name of Highway Department)

By _____

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

By _____
(Division Engineer)

For: R. E. Simpson

Date executed by Division Engineer JUN 24 1970

FORM PR-2 (REV. 1-70)

PREVIOUS EDITIONS ARE OBSOLETE

Oregon State Highway Division

Federal Aid
Project No. I-80N-5(36)206

WEST AND SOUTH PENDLETON INT. SECTION

OLD OREGON TRAIL HIGHWAY IN UMATILLA COUNTY

Salem, Oregon, June 19, 1970

Project agreement estimate.

Type Code Y003
Roadside Improvement (Sta. 1233+00 to Sta. 1262+00) (Sta. 1417+00 to Sta. 1446+00) (Contract No. 7422)

Temporary Protection and Direction of Traffic	All Required		$ 2,000.00
Furnishing and Placing Topsoil	8,300 cu.yd.	1.70	14,110.00
Gravel Blanket	2,500 cu.yd.	6.00	15,000.00
Polyethylene Sheeting	12,600 sq.yd.	0.30	3,780.00
Furnishing and Planting Trees	32 only	22.00	704.00
Furnishing and Planting Shrubs, Deciduous	2,000 only	2.50	5,000.00
Furnishing and Planting Shrubs, Evergreen	11,900 only	3.25	38,675.00
Furnishing and Planting Vines	5,500 only	0.42	2,310.00
Inorganic Fertilizer, 22-16-8	170 cwt.	10.00	1,700.00
Inorganic Fertilizer, Amonium Sulfate	50 cwt.	6.00	300.00
Bark Mulch	400 unit	50.00	20,000.00
Soil Conditioner, Pea Vines	5,600 cu.yd.	3.25	18,200.00
1/2-inch Water Pipe	880 lin.ft.	0.46	404.80
3/4-inch Water Pipe	5,000 lin.ft.	0.52	2,600.00
1-inch Water Pipe	5,900 lin.ft.	0.60	3,540.00
1-1/4 inch Water Pipe	1,400 lin.ft.	0.65	910.00
1-1/2 inch Water Pipe	960 lin.ft.	0.68	652.80
2-inch Water Pipe	2,750 lin.ft.	0.95	2,612.50
2-1/2 inch Water Pipe	3,900 lin.ft.	1.25	4,875.00
3-inch Water Pipe	2,480 lin.ft.	2.10	5,208.00
2-1/2 inch Galvanized Steel Water Pipe	35 lin.ft.	3.00	105.00
3-inch Galvanized Steel Water Pipe	50 lin.ft.	4.50	225.00
2-inch Gate Valves	2 only	40.00	80.00
2-1/2 inch Gate Valves	2 only	75.00	150.00
3/4-inch Globe Valves	12 only	15.00	180,00
1-1/4 inch Globe Valves	1 only	38.00	38.00
1-1/2 inch Swing Check Valves	2 only	20.00	40.00
1-inch Automatic Section Valves	10 only	32.00	320.00
1-1/4 inch Automatic Section Valves	15 only	52.00	780.00
1-1/2 inch Automatic Section Valves	26 only	58.00	1,508.00
3/4-inch Quick-Coupling Hose Valves	12 only	10.00	120.00
1-inch Atmospheric Vacuum Breakers	10 only	10.00	100.00
1-1/4 inch Atmospheric Vacuum Breakers	15 only	15.00	225.00
1-1/2 inch Atmospheric Vacuum Breakers	7 only	20.00	140.00

2-inch Reduced Pressure Backflow Preventer	1 only	1,200.00	$ 1,200.00
Shrubbery Sprinkler Heads	190 only	1.95	370.50
Agricultural Rotary Sprinkler Heads	330 only	14.00	4,620.00
10-Section Automatic Controller	1 only	500.00	500.00
11-Section Automatic Controller	2 only	850.00	1,700.00
19-Section Automatic Controller	1 only	1,200.00	1,200.00
3/4-inch Electrical Conduit	440 lin.ft.	0.75	330.00
			$ 156,513.60
Flagging (60% of contractor's cost)	All Required		$ 200.00
Water Meter Installation and Rental (2)	All Required		300.00
Water Use			4,000.00
			$ 4,500.00
	Subtotal		$ 161,013.60
	10% Engr. & Cont.		16,100.40
	Total		$ 177,114.00

Length of Project - - 0.00 mile

Federal Funds -	$ 163,000.00
State Funds -	14,114.00
Total Cost - - - - - - -	$ 177,114.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

G-1-100%

Prefix - 630-1013
Contract No. 7422

RECEIVED
JUN 18 1970
FOR FILING

I-80N-5(36)206

7422

June 17, 1970

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97301

Dear Sir:

Confirmation of your tentative concurrence as of June 9, 1970, is requested in the award of contract for the West and South Pendleton Interchanges, Project No. I-80N-5(36)206.

The contractor receiving the award is Aichele Landscaping, Inc., in the amount of $136,513.60 with Contract No. 7422 assigned. This bid was received on June 5, 1970, and awarded June 12, 1970.

All right of way or rights of entry have been acquired.

The low bidder completed the Anti-Collusion Statement included in our proposal, as required by PPM 21-6.1, and it will be retained in a permanent project file.

All rights of access, including utilities, to or from abutting property are either (1) denied by law, (2) have been acquired, or (3) have been acquired in condemnation proceedings which have been commenced and will be prosecuted to completion. All necessary arrangements have been made for all utility work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State contractor's operations.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

Bureau of Public Roads' Endorsement

Date_____
I concur in the award.

R. E. Simpson
Division Engineer

DAR:bb

RECEIVED
JUN 17 1970
FOR FILING

I-80N-5(3)206
7422

June 15, 1970

Michels Landscaping, Inc.
11360 S. E. Stevens Road
Portland, Oregon 97266

Gentlemen:

The State Highway Commission on June 12, 1970, awarded to you State Highway Contract No. 7422 for roadside improvement on the West and South Pendleton Interchanges on the Old Oregon Trail in Umatilla County.

This award was based on your bid of $156,513.60 which was the low bid submitted to the Commission on June 5, 1970, for this project.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Floyd Quary, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Assistant Secretary

fhm

cc Frank Morgan
D. J. Barbee
I. D. Merchant
Roy Olson
H. S. Coulter
H. N. Van Cleave
Wm. Geibel (SAIF)

FORM [illegible]-1240
(REV. 9-65)

FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

RECEIVED
MAY 28 1970

LETTER OF APPROVAL AND/OR AUTHORIZATION

5-13-70

I-80N-5(36)206
STATE PROJECT NO.

FROM: R. E. SIMPSON, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.

COUNTY NAME: UMATILLA

ITEM NO. 608

PROGRAM STAGE (Check): [ ] 1 [X] 2

TO: I-80N-5(36)206
7422 MR. FORREST COOPER
STATE HIGHWAY ENGINEER
SALEM, OREGON

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
5-13-70	5-13-70	I-80N

STATE ROUTE NUMBER: WEST & SOUTH PENDLETON INTERCHANGES SECTION

LIMITS OF AUTHORITY

AFTER CONCURRANCE IN AWARD YOU ARE AUTHORIZED TO PROCEED WITH CONTRACTOR'S FLAGGING IN THE AMOUNT OF $200.00 AND WATER METER INSTALLATION AND RENTAL, and WATER USE IN THE AMOUNT OF $4,300.00 AS SHOWN IN YOUR ESTIMATE.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- [X] OTHER (Specify) CONTRACTOR'S FLAGGING $200.00 WATER METER INSTALLATION AND RENTAL, and WATER USE IN AMOUNT OF $4,300.00
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [X] CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

MR. YOUNG'S MAY 11, 1970 REQUEST AND CERTIFYING STATEMENTS ARE ACCEPTED.

PS&E DOCUMENTS FOR THE SUBJECT PROJECT HAVE BEEN REVIEWED AND ARE APPROVED.

THE 1970 EDITION OF OREGON'S STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION IS APPROVED FOR USE ON THIS PROJECT.

A SIGNED COPY OF THE TITLE SHEET IS RETURNED HEREWITH.

Young w/enc.
5-27-70

RECEIVED
MAY 27 1970
OFFICE OF
STATE HIGHWAY ENGINEER

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
5-13-70	[signature]	DIVISION ENGINEER

PREVIOUS EDITION MAY BE USED UNTIL SUPPLY IS EXHAUSTED.

TRANSACTION NUMBERS 5-25 THRU 5-30

Plats

FORM PR-48 (REV. 7-67)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT	DATE
OREGON	5-12-70
BY (Signature) MR. YOUNG'S APRIL 22, 1970 LETTER	
TITLE PROGRAM AND PLANNING ENGINEER	

CLASS OF FEDERAL FUNDS: ☒ FAI ☐ FAP ☐ FAU ☐ FAS ☐ OTHERS

STAGE 1 * ITEM NOS. ____ THRU ____

STAGE 2 ITEM NOS. 604 THRU 609

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	LOCATION	WORK
604	I-205-7(15)290	0.0	145,000	133,600	TUALATIN RIVER–PACIFIC HIGHWAY	LANDSCAPING
605	I-205-7(16)294	0.0	267,000	246,100	SOUTH WEST LINN INTERCHANGE – TUALATIN RIVER SECTION	LANDSCAPING
606	I-205-7(17)297	0.0	84,000	77,400	WILLAMETTE FALLS REST AREA AND VIEW POINT	LANDSCAPING
607	I-205-7(18)298	0.0	72,000	66,300	WEST LINN INTERCHANGE	LANDSCAPING
608	I-80N-5(36)206	0.0	280,000	258,000	WEST & SOUTH PENDLETON INTERCHANGES	LANDSCAPING
609	I-80N-5(37)208	0.0	160,000	147,000	EMIGRANT AVENUE INTERCHANGE (PENDLETON)	LANDSCAPING

OTHER IDENTIFICATION AND/OR REMARKS (State)

5-12-70

REMARKS (Division)

APPROVED MAY 15 1970

FHWA

I-80N-5(36)206
7122

Young 5-15-70

NOTED
F. B. KLABOE

RECEIVED
MAY 14 1970
OFFICE OF
STATE HIGHWAY ENGINEER

DATE	RECOMMENDED SIGNATURE AND TITLE	DATE	APPROVED SIGNATURE AND TITLE
		5-12-70	R. F. SIMPSON, DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

GPO 927-954

RECEIVED
APR 24 1970
FOR FILING
I-8(N)-5(36)206
7422

April 22, 1970.

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon 97301

Dear Sir:

We are submitting program data for six Interstate Projects, Item Nos. 604 thru 609, which we desire to have included in the Federal-Aid Interstate Highway Program.

It is our present intentions to receive bids for these projects on June 4, 1970.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

RNC:bb

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1 (REV. 4-61)

4-22-70

FEDERAL-AID P (PPM

CARD 2 — REPORT NUMBER (18)–(20): 1

PROJECT LOCATION (45 typewriter spaces) (21–65): I-80N West and South Pendleton Interchanges

ADT — PRESENT: 3,950 — FUTURE (66): 7,400 — YEA (70)(71)

CARD 3 — CHARACTER OF PROPOSED WORK (35 typewriter spaces) (28–62): Landscaping

NATL. FOREST (63)(65) | FH ROUTE NO. (66)(68) | SUPV AGCY (69) | DA CLASSIF. (70) | DA AREA (71) | EMERG. YR. (72)(73) | PL. AUT (74)

CARD 4 — CLASS OF FEDERAL FUNDS: Interstate

COUNTY NAME

NAME OF URBAN AREA (17-31): Pendleton

ROUTE NO. I — FEDERAL-A I-8

CARD 5	LINE NO. (1-4)(5)	CHANGE CODE (10)	PROJECT CODE (41)	WORK CLASS (42)	WORK TYPE (43–46)	STEP (53)	TERMINI (Full description)	MILES (54)(58)	ESTIMATED PROJECT TOTAL ESTIMATED COST (59–66)	ESTIMATED PROJECT FEDERAL FUNDS (67)
1										
5					PE		I-80N West and South Pendleton Intchges.			
5					ROW					
5					CONST (CODE) Y003			0.0	280,000	258,000
								0.0	280,000	253,000

(16) (23)(24)

CARD 1 — CODE 1 — PREPARED BY — PROJECT TOTALS

1 — 14 — PROGRAM APPROVAL DATES

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

-70

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
(65)		3,950 (66)	7,400 (70)	90 (71) (72)	08	Oregon	35 (2) (3)	042 (4) (9)	608 (14) (18)

UPV AQCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (78)	PROJECT NUMBER PREFIX LETTER(S) (14) (23)	NUMBER I-80-5(36) (7) (13)	SEQ. NO.	I. Projects Only POST MI. (24) (26)	DESIG. (27)
								206	N

COUNTY NAME: Umatilla — CODE: 059 (14) (16)

PROGRAM STAGE: [ ] 1 OR [X] 2

ROUTE NO.: I — FEDERAL-AID: I-80N (32) — STATE (36) (37) — U.S.: I-80N (41)

MILES (54) (58)	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST (59) (66)	FEDERAL FUNDS (67) (76)	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK *(Full description)*
					Landscaping consisting of placing topsoil, planting trees and shrubs, mulching, fertilizing and installing irrigation system.
0.0	280,000	258,000	22,000		
0.0	280,000 (16) (23)	258,000 (24) (33)	22,000		

REMARKS

Additional Data: Item 505, Project I-80N-5(29)204.

-OVER-

USCOMM DUSCOMM-DC 48908-P61

REMARKS - Continued

For 37-B: On R/W-1, ROW-F, Sanitary Facilities-N.

This project consists of furnishing and placing topsoil, planting trees and shrubs, installing automatic irrigation system, furnishing and placing gravel blanket, furnishing and placing fertilizer, soil conditioners and mulch in the Interchange areas.

Public hearing not required under the provisions of paragraph 6c of PPM 20-8.

This project is considered stage construction of the Interstate Highway facility for this section. Clearinghouse review of this project is not required under paragraph 2b of IM 50-1-70 as right of way was acquired prior to 9-30-69 for the complete highway facility and concurrence in this concept was received from BPR by Memo of February 19, 1970. BPR concurred by Memo of July 28, 1969 that design approval had been given for the project when said work was considered in connection with and the cost of same was included in the 1968 Interstate Cost Estimate.

RECEIVED
SEP 12 1969
FOR INFORMATION

I-80N-5(36)206
7422

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 11, 1969

SUBJECT: Combining projects for letting
Pendleton Section

To: Mr. H. S. Coulter
Division Engineer
P. O. Box 850
La Grande, Oregon 97850

Attention: Mr. Alfred Shirley, Jr.

Thank you for your letter of August 26, 1969, on the subject above. Your proposal for combining the roadside improvement contracts has been reviewed by this Design and the front office. It has been decided to let the contracts separately. It is doubtful if there is a landscape contractor in the area large enough to handle a combined job. A joint contractor venture on this type of work might tend to increase unit costs.

Your suggestion concerning additional illumination at the drive-in theatre road and the breakaway light standards is being considered.

ORIGINAL SIGNED BY
D. J. BARBEE

D. J. Barbee
Design Engineer

DJB:ak

cc: Mr. F. B. Klaboe

RECEIVED
SEP 12 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 31 1969

UNITED STATES GOVERNMENT

Memorandum

I-80N-5(36)206
7423

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

DATE: July 28, 1969

In reply refer to: 08-35-EC

SUBJECT: West Pendleton Int. Sec.:
I-80N-5(-)206
Emigrant Ave. Int. Sec.:
I-80N-5(-)208
S. Pendleton Int. Sec.:
I-80N-5(-)210
(Roadside Improvement)
Old Oregon Trail Highway
Umatilla County

klabon

I concur that design approval has been given for the subject projects as Roadside Improvements in these areas were considered in connection with the 1968 Interstate Cost Estimate and costs for such work were included in this estimate.

No further action is required, therefore, for the subject projects under Paragraph 10 of PPM 20-8.

7-31-69
RECEIVED
By Asst. State Hwy. Engr.

RECEIVED
JUL 30 1969
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
R. L. PORTER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JUL 22 1969

FOR FILING
I-80N-5(36)206
7422

July 16, 1969

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street N. E.
Salem, Oregon 97301

Re: West Pendleton Int. Sec.:
I-80N-5(-)206
Emigrant Ave. Int. Sec.:
I-80N-5(-)208
S. Pendleton Int. Sec.:
I-80N-5(-)210
(Roadside Improvement)
Old Oregon Trail Highway
Umatilla County

Dear Sir:

We hereby request your concurrence that design approval was given for the subject projects under Project I-80N-5(29)204, Pendleton Section as of September 6, 1967, when the Bureau of Public Roads authorized the State to advertise Project I-80N-5(29)204 for bids. Project I-80N-5(29)204, consisting of grading, paving, structures, signing and illumination, is under contract and will provide upon completion four 12-foot traffic lanes of high-type pavement, 10-foot shoulders and a median variable in width (76-foot minimum and 106-foot maximum). In view of these facts and others setforth hereinafter, we are of the opinion that the intent of current PPM 20-8 has been fulfilled for the subject projects which are considered as stage construction of this section of I-80N, and we further request your confirmation that no further action is required for the subject projects under paragraph 10 of PPM 20-8, regarding Design Approval.

The subject projects are roadside improvement consisting of irrigation system installations and planting trees, shrubs and vines at each interchange and also planting of lawns at Emigrant Avenue and South Pendleton Interchanges. This type of project, because of the kind of improvement, is incidental work to Interstate projects considering present Interstate standards. The subject projects do not change the layout or function of connecting roads or streets or of the existing facilities, do not have an adverse effect upon abutting real property and do not require additional right-of-way, therefore do not change or alter the approved location and design of Project I-80N-5(29)204, but only improve the aesthetics of this section of Interstate highway.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Program & Planning Engineer

cc: F. B. Klabee
D. J. Darbee
R. W. Ellison
B. L. Gifford
R. H. Chase

JLG:sr

4-4220 Youngs Bay, Lewis & Clark and Nehalem River Bridges, on Warrenton-Astoria & Oregon Coast Hwys. (Paint.) 1970

#7423

7423

May 14, 1973

Albert Dierickx Co., Inc.
808 S. E. 19th Avenue
Portland, Oregon 97214

Gentlemen:

I have been informed that you recently ordered plans for painting the Charleston (South Slough) Bridge and Eastside (Isthmus Slough) Bridge on which bids are to be received May 24, 1973.

This brings to mind the Dr. I. J. Schneider's claim in the amount of $76 for paint damage to his vehicle during the time the Rehulen Bridge was being painted. I recall that there was considerable correspondence concerning this claim and finally the Highway Commission approved payment in order to settle the matter.

7423

If you can qualify for bidding in 1973 (forms for this purpose are enclosed) and successfully bid this or other jobs, I hope that a situation such as this does not reoccur.

Very truly yours,

F. B. Klaboe
State Highway Engineer

Enc.

cc A. E. Johnson
B. S. Hunter
C. W. Head

CWH:fkn dpy;fkn

RECEIVED
SEP 28 1972
FOR FILING

7423

612

September 25, 1972

I. J. Schneider, M.D.
Rinehart Clinic
Wheeler, Oregon 97147

Dear Doctor Schneider:

At its September 19 meeting, the Highway Commission approved payment to you of $76.00 for paint damage to your car sustained during the time the Nehalem River Bridge was being painted. A check will be sent to you under separate cover.

It is estimated that the painting of the steel bridge at Mohler will be completed during the 1973 painting season. The paint crew stopped work on this project in order to complete higher priority work elsewhere. You may be confident that this bridge is structurally adequate.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

F. B. Klaboe
Deputy State Highway Engineer

RJW:ag 1a

bc George M. Baldwin
Tom Edwards
A. E. Johnson
C. W. Head
W. J. Hart
V. E. Skoog -- Please handle payment.

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE **September 14, 1972**

TO Oregon State Highway Commission

FROM ORIGINAL SIGNED TOM EDWARDS
Tom Edwards
State Highway Engineer

SUBJECT **Paint Damage to Private Automobile**

AGENDA
SEP 19 1972
4 R

Dr. I. J. Schneider of the Rinehart Clinic in Wheeler, Oregon, claims paint damage to his car by the Albert Dierickx Company, contractor for the maintenance painting of the Nehalem River Bridge. This project was completed November 13, 1970.

The contractor and his insurance company have disclaimed responsibility for the paint damage. In order that we may settle the matter with Dr. Schneider, I recommend that the State reimburse him directly for costs incurred in repair of the paint damage, which totaled $76.00.

This matter will be on the agenda for the September 19 meeting.

cc C. W. Head
George M. Baldwin
F. B. Klaboe
A. E. Johnson
V. E. Skoog
W. J. Hart
Gary Ross
Gary Sund
RWE:ag ms

Bob Wright is drafting letter for Klabobs sig—
C.W.

NOTED
C. W. HEAD

DOROTHY WHITE RINEHART, M.D.
IRVIN J. SCHNEIDER, M.D.
HARRY G. BECKWITH, M.D.
JAMES D. HAUSCHILDT, PH.D., M.D.
GEORGE L. MARSHALL, M.D.
HERBERT D. LEWIS, M.D.

D. M. CARY, MANAGER

RINEHART CLINIC
PHYSICIANS & SURGEONS
SPECIALIZING IN RHEUMATIC DISEASES
503-368-5111
WHEELER, OREGON
97147

Edwards
7
6

REFERRED TO
Admin
BY SECRETARY

8 September 1972

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Sirs:

Enclosed is the bill as per your request of August 21st.

I, too, do not believe the Highway Commission has direct responsibility for this damage, but it is their responsibility to see that their contractors perform in a judicious manner, and I would like to be reassured that the commission can take all of these things under consideration before considering further business with the Albert Dierickx Company.

I have one further question which you might be able to answer. The State Highway Division started sand blasting and painting a steel bridge located at Mohler two years ago, leaving the job only partly completed, and the rust has remarkably advanced since then, especially over the areas that were sand blasted but not treated. I am wondering if the Highway Division is planning to complete the job or replace the bridge when it becomes unsafe due to rust.

Hoping this letter brightens your day, I remain

RECEIVED
STATE HWY ENGR
SEP 11 72
REFER TO
FBL
FOR
Info | Prep | Check | Dir | Sign | Ret | File

Yours very truly,

I. J. Schneider, M. D.

IJS/ps

RECEIVED
SEP 11 1972
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
SEP 11 1972
OFFICE OF
ADMINISTRATOR OF HIGHWAYS

RECORD OF MATERIAL USED

QUAN	PART NO	DESCRIPTION	SALE AMOUNT

PAINT MATERIAL

SUBLET REPAIRS

SUBLET REPAIR TOTAL

GASOLINE, OIL AND GREASE TOTAL

TIRES, TUBES AND ACCESSORIES TOTAL

REPAIR ORDER

A.M. TIME RECEIVED, P.M.

A.M. TIME PROMISED, P.M.

PHONE WHEN READY
Yes ☐ No ☐

REMARKS

ORDER WRITTEN BY

DATE 8-24-71

TERMS
CASH
CHARGE
REFER TO OFFICE
INTERNAL

INVOICE No. 9975

HUBERT BODY SHOP
2105 FOURTH STREET
BUS. PHONE VI 2-6511 RES. PHONE VI 2-4065
TILLAMOOK, OREGON
Complete Body Rebuilding & Painting

Name I J Schneider
Address Wheeler, Ore
Phone

TYPE	SERIAL NO.	MOTOR NUMBER	LICENSE NUMBER	SPEEDOMETER
1971 Ply Station Wagon				

OPER NO	INSTRUCTIONS	LABOR CHARGE
	LUBRICATE ☐ CHANGE OIL ☐ FLUSH TRAN. ☐ FLUSH DIFF. ☐ WASH ☐ POLISH ☐	
	same paint Passenger + Front Fender	72 00
	material	4 00
		$76.00
	Final Bill	

I HEREBY AUTHORIZE THE ABOVE REPAIR WORK TO BE DONE ALONG WITH THE NECESSARY MATERIAL AND HEREBY GRANT YOU AND OR YOUR EMPLOYEES PERMISSION TO OPERATE THE CAR, TRUCK OR VEHICLE HEREIN DESCRIBED ON STREETS, HIGHWAYS OR ELSEWHERE FOR THE PURPOSE OF TESTING AND/OR INSPECTION. AN EXPRESS MECHANIC'S LIEN IS HEREBY ACKNOWLEDGED ON ABOVE CAR, TRUCK OR VEHICLE TO SECURE THE AMOUNT OF REPAIRS THERETO.

NOT RESPONSIBLE FOR LOSS OR DAMAGE TO CARS OR ARTICLES LEFT IN CARS IN CASE OF FIRE, THEFT OR ANY OTHER CAUSE BEYOND OUR CONTROL.

Signed

RECEIVED By	DATE PROMISED	DATE DELIVERED

TOTAL LABOR	
TOTAL PARTS	
SUBLET REPAIRS	
TOTAL GAS, OIL AND GREASE	
TOTAL ACCESSORIES	
SUB TOTAL	
TAX	
TOTAL AMOUNT	

RECEIVED
AUG 24 1972
FOR FILING

7423

August 21, 1972

I. J. Schneider, M.D.
Rinehart Clinic
Wheeler, Oregon 97147

Dear Doctor Schneider:

Although we do not believe the Highway Division has direct responsibility for your loss, we are recommending to the Highway Commission that you be reimbursed directly for the paint damage to your car by contractor Albert Dierickx Company.

Please send a billing for repair of the paint damage in order that this matter may be discussed at the next meeting of the Highway Commission.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

F. B. Klaboe
Deputy State Highway Engineer

JLS:am fa

bc George M. Baldwin
Tom Edwards
A. E. Johnson
L. I. Lindas

cy Hall Hart 8-23-72

Mr. Baldwin

RECEIVED
OCT 11 1972
FOR FILING

OREGON STATE HIGHWAY COMMISSION

7423

OFFICE OF GLENN L. JACKSON • % Pacific Power and Light Co. • Medford, Oregon • 97501

TOM McCALL
GOVERNOR

COMMISSIONERS
GLENN L. JACKSON, Chairman
Medford
FRED W. HILL, Member
Pendleton
THADDEUS B. BRUNO, Member
Portland

July 28, 1972

Dr. I. J. Schneider
Rinehart Clinic
Wheeler, Oregon 97147

Noted
GEORGE M. BALDWIN

Dear Dr. Schneider:

As a result of your letter, the Highway Division is now making inquiry with the contractor to determine why damages accruing to your automobile have not been covered. We are also attempting to determine the extent of the state's liability over and above that of the contractors.

Thank you for your inquiry relative to the articles appearing in the Journal. While the industry has some cause for concern, I think the economics of the situation would discourage any agency from attempting to take over private power operations. I think the Journal articles will have a tendency to inform the public of the fact that all segments of the industry are faced with rising costs which must be reflected in our rate structure.

Sincerely yours,

Glenn L. Jackson
Chairman

GLJ:cjk

RECEIVED
JUL 3 1 1972
OFFICE OF
ADMINISTRATOR OF HIGHWAYS

yellow copy

CLC-72-192

LEE JOHNSON
ATTORNEY GENERAL

JAMES W. DURHAM, JR.
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
100 STATE OFFICE BUILDING
SALEM, OREGON 97310
TELEPHONE: (503) 378-6348

TRIAL DIVISION

JOHN E. MOORE
CHIEF TRIAL COUNSEL

WALLACE CARPENTER
ASSISTANT CHIEF TRIAL COUNSEL

LEONARD I. LINDAS
KEITH R. MALONEY
ASSISTANT ATTORNEYS GENERAL AND COUNSEL

JAMES A. BLEVINS
JAMES P. CRONAN, JR.
QUINTIN B. ESTELL
LAWRENCE J. HALL
LESLIE B. HAMPTON
ROBERT A. HOLLAND
DONALD J. HOWE
JOHN R. MCCULLOCH
FRANK C. MCKINNEY
EARL H. PRESTON
R. KEN ROBERTS
JIM G. RUSSELL
JAMES A. SANDERSON
JACK L. SOLLIS
CARLOTTA H. SORENSEN
ASSISTANT ATTORNEYS GENERAL

July 26, 1972

Chubb/Pacific Indemnity Group
Lloyd Building
700 N.E. Multnomah
Portland, Oregon 97232

Attention: Don Eidson

Re: Claimant: I. J. Schneider,
DOA: 1971
Your File No.
Our File No.
Policy No. LAC-6200
LO-10053

Gentlemen:

Enclosed please find the following:

X Report of loss from claimant.
X Report of Highway Personnel concerning above loss.
X Supplemental report of Highway Personnel concerning above loss.
___ Notice of claim from claimant's insurance company.
___ Notice of impending legal action.
___ Summons and complaint served on _____
___ Miscellaneous _____

By presenting a copy of this letter, you or your authorized personnel may interview Highway Division Personnel and secure any necessary information or documents from them.

Very truly yours,

LEE JOHNSON
Attorney General

Jack L. Sollis
Assistant Attorney General
Trial Division

cy Hall Hank 8-23-72

JLS:jm
Enc.

DOROTHY WHITE RINEHART, M.D.
IRVIN J. SCHNEIDER, M.D.
HARRY G. BECKWITH, M.D.
JAMES D. HAUSCHILDT, PH.D., M.D.
GEORGE L. MARSHALL, M.D.
HERBERT D. LEWIS, M.D.

D. M. CARY, MANAGER

RINEHART CLINIC
PHYSICIANS & SURGEONS
SPECIALIZING IN RHEUMATIC DISEASES
503-368-5111
WHEELER, OREGON
97147

24 July 1972

Mr. Glen Jackson
Pacific Power & Light Building
920 S. W. 6th
Portland, Oregon

Dear Sir:

This letter is addressed to you first as the chairman of the Highway Commission and secondly as the chairman of the PP&L. As the first question concerns a personal problem, I will go into this initially by stating it represents a failure of one of the contractors hired by the Highway Commission. This company has failed to make good damage performed while painting a certain bridge, and it concerns the company known as The Albert Dierickx Company in Vancouver. Two years ago they painted a bridge here in Nehalem and were very careless in spilling paint on cars as they passed underneath. They made no effort to protect these cars, and as I passed under the offending paint two and sometimes three times a day, you can well see that my car was well splattered. Due to various circumstances, including the inability to find somebody to remove the paint, this was not performed for approximately one year after the date of damage, and the company has been using this as their basis for refusal to pay. The damage is well documented and is part of their responsibility, and I feel that the Highway Commission should insist that they pay and also should be very careful about hiring this same company in the future. At the present time the situation is stalemated and I have notified my lawyer to instigate court proceedings, and I feel that this should not be necessary.

My second problem is more of a question, and it has something to do with the future of the utility industry in the United States. Being a member of a profession that has been almost completely socialized, I may be a little more sensitive to such proceedings, but to clarify my question, I might say that I am very concerned about some recent articles that have been appearing in the Journal newspaper, which to me sound as though there is a campaign beginning with the direct intent of impression on the people and voters the glorious results of socializing the power industries. I am very concerned about this trend and I hope the industry itself is preparing for a much more active battle against this situation than the medical profession has been able to generate during the past 20 years. At this time I have no further suggestions except to voice my concern of the future and hope that you may find time to give me a little reassurance that this situation is not as serious as it looks.

Yours very truly,

I. J. Schneider, M. D.

IJS/ps
Enclosures (copies)

...WHITE RINEHART, M.D.
...SCHNEIDER, M.D.
HARRY G. BECKWITH, M.D.
JAMES D. HAUBCHILDT, PH.D., M.D.
GEORGE L. MARSHALL, M.D.
HERBERT D. LEWIS, M.D.

D. M. CARY, MANAGER

CLC-70-192

RINEHART CLINIC
PHYSICIANS & SURGEONS
SPECIALIZING IN RHEUMATIC DISEASES
503-368-5111
WHEELER, OREGON
97147

23 June 1972

NOTED
F. C. McKINNEY
6-27-72

R. W. Ellison
Bridge Administration Engineer
Oregon State Highway Division
Salem, Oregon 97310

REFERRED TO Mr. Kinney FOR Your info
LEONARD I. LINDAS

Dear Mr. Ellison:

Concerning your letter of June 5th, this is to inform you that the Albert Dietrickx Company and the insurance company have both rejected the claim in spite of the fact that your supervisor assured me these damages would be taken care of. I firmly believe the contractor showed gross neglect in the method of painting as he made no effort to prevent spillage on the traffic, and there is no question that he damaged hundreds of cars during this operation. At the present time I have authorized my lawyer to initiate legal means of recovery so you should be hearing from him in the near future.

Yours very truly,

I. J. Schneider, M. D.

IJS/ps

NOTED
R. W. ELLISON

Box 553 1423

June 5, 1972

I. J. Schneider, M. D.
Rinehart Clinic
Wheeler, Oregon 97147

Dear Dr. Schneider:

In reply to your letter of May 25, 1972, the resident engineer for the Nehalem River Bridge maintenance painting, Mr. Charles Elroy, informs me that the superintendent for the contractor on this project was Mr. Lloyd Christenson.

Claims for paint damage should be submitted to the contractor, who was Albert Dietrickx, 808 S. E. 19th Avenue, Portland, Oregon. Surety for the contractor was St. Paul Insurance Company, whose agent is Cundari-Lemma, 4540 S. W. Kelly St., Portland, Oregon.

Very truly yours,

George M. Baldwin
Administrator of Highways
By

R. W. Ellison
Bridge Administration Engineer

RJW/ag

THE ST. PAUL
INSURANCE COMPANIES
Serving you around the world...around the clock

PORTLAND SERVICE CENTER
LLOYD BUILDING 700 N. E. MULTNOMAH
PORTLAND, OREGON 97232
233-4951

4-4220

7423

NOTED
JACK L. SOLLIS

Department of Justice
100 State Office Building
Salem, Oregon 97310

Attn: Jack Sollis

Re : Claim # : 36A 706250
Insured : Albert Dierickx Co.
Claimant: I. J. Schneider

Dear Mr. Sollis:

We are in receipt of your letter of January 20, 1972. We contacted Dr. Schneider quite some time ago and requested he complete one of our loss reports. As of this date Dr. Schneider has failed to complete and return this form. We will conclude this claim upon receipt of this report.

Truly yours,
Kathy Danley
Kathy Danley
Claims Service Representative

KD:st

January 24, 1972

Called the Dr. 1-25-71 and he will send in statement & closed SLJ

NOTED
A. E. JOHNSON

RECEIVED
JAN 25 1972
ATTORNEY GENERAL
SALEM, OREGON

RECEIVED
FOR FILING

LEE JOHNSON
ATTORNEY GENERAL

STATE OF OREGON
DEPARTMENT OF JUSTICE
SALEM, OREGON 97310

4-4220

7423

January 20, 1972

St. Paul Insurance Company
Portland Service Center
Lloyd Building
700 N.E. Multnomah Street
Portland, OR 97232

Attention: Miss Kathy Danley

Re: Your File No. 36A706250
Highway Contract No. 7423
Nehalem River Bridges
Your Insured: Albert Dierickx Co.
Claim of Dr. I. J. Schneider

Gentlemen:

We are still receiving complaints from Dr. Schneider that he has not been paid for his latest claim. It appears that he had two claims against the contractor, the first one which was handled expeditiously and the second one which is apparently not being handled at all. As you will recall, I talked to you on the phone and you advised me that you had sent the doctor some forms which he had not filled out and you could not take care of it until he had. I would appreciate your advising me immediately as to the status of this file inasmuch as the Highway Division is becoming a little bit irritated that the matter has not been taken care of and this irritation could possibly reflect on future bids by your insured. The purpose of requiring a painting contractor to have insurance is to make sure that anybody whose car is in any way damaged during the contract is adequately and promptly compensated.

I realize that Dr. Schneider may be a bit difficult to deal with, but in this situation I think some extra effort should be made to get this particular matter closed as I am sure you

NOTED
A. E. JOHNSON

must realize he is going to be pressing the Insurance Commissioner to be involved in the situation if something is not done immediately. Your prompt reply will be greatly appreciated.

Very truly yours,

LEE JOHNSON
Attorney General

Jack L. Sollis
Assistant Attorney General
Trial Division

JLS/il
cc: ✓ K. E. Johnson
Asst. State Highway Engineer

RECEIVED
JAN 21 1972
OFFICE OF
STATE HIGHWAY ENGINEER

11-5-71

D. M. CARY, MANAGER

...OTHY WHITE RINEHART, M.D.
...VIN J. SCHNEIDER, M.D.
HARRY G. BECKWITH, M.D.
JAMES D. HAUSCHILDT, PH.D., M.D.
GEORGE L. MARSHALL, M.D.
HERBERT D. LEWIS, M.D.

RINEHART CLINIC
PHYSICIANS & SURGEONS
503-368-5111
WHEELER, OREGON
97147

NOTED
JACK L. SOLLIS

3 January 1972

Mr. Jack L. Sollis
Department of Justice
100 State Office Building
Salem, Oregon 97310

Dear Mr. Sollis

In reference to your letter of December 22nd I would like to say the insurance companies are giving me a constant run around and I think something definite should be done about this situation. I think it is the direct responsibility of the contractor to rectify damage resulting from his careless performance. I also feel that it is the responsibility of the state to hire responsible people to carry out the taxpayers wishes and this certainly should be considered in any future dealings as far as the highway commission is concerned.

I do not feel that it is my job as a citizen and taxpayer to see that this is brought to a satisfactory conclusion but I am prepared to do so if necessary. I would appreciate an opinion concerning this problem in the very near future.

Yours very truly,

I. J. Schneider, M. D.

IJS/lr

cc: Albert Dierickx Company
808 S. E. 19th Avenue
Portland, Oregon 97214

State Highway Commission
Highway Building
Salem, Oregon

State of Oregon Insurance Division
Commerce Building
Salem, Oregon 97310

RECEIVED
JAN 4 1972
ATTORNEY GENERAL'S
SALEM, OREGON

RECEIVED
JAN 5 1972
FOR FILING

4-4220

7423

December 22, 1971

Dr. I. J. Schneider
Wheeler, Oregon

NOTED
A. E. JOHNSON

Re: Nehalem River Bridges
Painting Contract
Contract No. 7423
Contractor: Albert Deirickx Co.

Dear Dr. Schneider:

At the request of the Highway Division, I have on this date contacted the St. Paul Insurance Company relative to your claim for paint splattered on your car. The girl reveiwing the file indicated that they do not have any completed claim form from you in the file indicating the nature of your claim, the amount of your claim, etc. It appears from your letter of December 9, 1971, you have sent them two of these forms, but the girl advises me that they do not have any and that on December 8th, a Miss Kathy Danley mailed you another form. It would appear that the only way you will receive compensation for your loss is to complete the form you have in hand and send it to the insurance company. If you complete the form and send it to the insurance company, and do not receive a favorable response, please do not hesitate to let me know.

Very truly yours,

LEE JOHNSON
Attorney General

Jack L. Sollis
Assistant Attorney General
Trial Division

JLS:jm

Mr. Johnson ---

December 15, 1971

Dr. Schneider wrote us on November 5 re this damage.

We answered on November 26, giving him the name of contractor's insurance company.

It would appear that the attached December 9 letter is the Doctor's reply to the insurance company returning a claim form and that there is little else we can do, except possibly ask Lindas to call and lean on the insurance company a little.

Incidentally, there are two other paint damage claims (marked by paper clip) in this file.

ja

E. Stephen White Pinkham, M.D.
Irvin J. Schneider, M.D.
Harry C. Beckwith, M.D.
James O. Hauschildt, Ph.D., M.D.
George L. Marshall, M.D.
Herbert D. Lewis, M.D.

B. H. Gary, Manager

RINEHART CLINIC
PHYSICIANS & SURGEONS
503-366-5111
WHEELER, OREGON
97147

REFERRED TO
Admin
BY SECRETARY

9 December 1971

Miss Kathy Danley
The St. Paul Insurance Companies
Portland Service Center
Lloyd Building
700 N. E. Multnomah Street
Portland, Oregon 97232

Linda 7:
3 CA 70 L 250
Contract 7423
Nehalem R. Bridges
Insured: Albert Dierickx Co., Inc.

Dear Miss Danley:

This is a problem where the above named company splattered paint on my car and they are refusing to take care of the damage. This is the second form and about the tenth letter that has been written concerning this damage, and I feel that it is the contractor's responsibility to pay this. If the carelessness or lack of precaution is covered by insurance, they should collect from their insurance coverer. I would like to have this problem resolved in the near future. If you require a form to be filled out, send it to the contractor as he and his crew were responsible for the damage.

Very truly yours,

I. J. Schneider, M. D.

IJS/ps

cc: Albert Dierickx Company
808 S. E. 19th Avenue
Portland, Oregon 97214

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

RECEIVED
OFFICE OF
STATE HIGHWAY ENGINEER

11-26-71

NOTED
JACK L. SOLLIS

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

November 26, 1971

I. J. Schneider, M.D.
Rinehart Clinic
Wheeler, OR 97147

bc R. L. Porter
Tom Edwards
Ivan Merchant
R. N. Bothman (enc.)

Dear Dr. Schneider:

Re: Nehalem River Bridge
Maintenance Painting
Contract No. 7423

I have your letter of November 5 stating that the Albert Dierickx Company has refused your claim for automobile paint damage incurred during the time they were painting the Nehalem River Bridge near Nehalem, Oregon.

The terms of the contract for this painting work makes the contractor, the Albert Dierickx Company, responsible for damage resulting from their operations. In order to cover this liability, the contractor acquired public liability insurance coverage from the St. Paul Continental Casualty Company through the firm of Cundari-Lemma and Company, 4600 S. W. Kelly, Portland, Oregon.

I am sorry to hear you are unable to receive satisfaction from the Albert Dierickx Company and suggest you contact the insurance firm directly.

Very truly yours,

R. L. Porter
State Highway Engineer

ORIGINAL SIGNED BY
A.E. JOHNSON

RWE:ag ja

By

A. E. Johnson
Assistant State Highway Engineer

cc Albert Dierickx Company
808 S. E. 19th Avenue
Portland, OR 97214

St. Paul Casualty Company
Cundari-Lemma and Company
4600 S. W. Kelly
Portland, OR 97201

MAINTENANCE ENGINEER
RECEIVED
NOV 29 1971
ME AME AME OE AG
BNE BS AA FILE TA

DONNA

BR FILE
7423
Box 55

ROUGH DRAFT

NOTED
C.A. GARDNER

November 23, 1971

Rinehart Clinic
Wheeler, Oregon 97147

Attention: I. J. Schneider, M. D.

Dear Dr. Schneider:

Nehalem River Br. Maintenance Painting
Contract 7423

I have your letter of November 5, 1971, stating that the Albert Dierickx Company has refused your claim for automobile paint damage incurred during the time they were painting the Nehalem River Bridge near Nehalem, Oregon.

The terms of the contract for this painting work makes the contractor, the Albert Dierickx Company, responsible for damage resulting from their operations. In order to cover this liability the contractor acquired public liability insurance coverage from the St. Paul Continental Casualty Company through the firm of Cundari-Lemma and Co., 4600 S. W. Kelly, Portland, Oregon.

I am sorry to hear you are unable to receive satisfaction from the Albert Dierickx Company and suggest you contact the insurance firm directly.

Very truly yours,

R. L. Porter
State Highway Engineer
By

A. E. Johnson
Assistant State Highway Engineer

RWE/ag
cc: I. D. Merchant
R. Bothman

NOTED
I. D. MERCHANT

DOROTHY WHITE RINEHART, M.D.
IRVIN J. SCHNEIDER, M.D.
HARRY G. BECKWITH, M.D.
JAMES D. HAUSCHILDT, PH.D., M.D.
GEORGE L. MARSHALL, M.D.
HERBERT D. LEWIS, M.D.

RWE

D. M. CART, MANAGER

RINEHART CLINIC
PHYSICIANS & SURGEONS
503-368-5111
WHEELER, OREGON
97147

REFERRED TO
Admin
BY SECRETARY

5 November 1971

State Highway Department
State Highway Building
Salem, Oregon

Dear Sirs:

The Albert Dierickx Company of Portland, Oregon, has refused to be responsible for the damages suffered by my car during their painting procedures at the Nehalem Bridge near Nehalem, Oregon. The man from the Highway Commission assured me that they would see to it that this responsibility was carried out. I feel that a letter from your department to that effect would be in order.

Yours very truly,

I. J. Schneider, M. D.
I. J. Schneider, M. D.

IJS/ps

Contract No. 9423

RECEIVED
NOV 22 1971
BRIDGE DIVISION

Albert Dierickx Co., Inc.
808 S.E. 10th Avenue
Portland, Oregon 97214

RECEIVED
NOV 15 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 15 1971
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
OCT 3 - 1972
FOR FILING

File

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE October 2, 1972

TO Tom Edwards
F. B. Klaboe
A. E. Johnson
E. S. Hunter
R. L. Schroeder

FROM 7423
George M. Baldwin
Administrator of Highways

SUBJECT Follow-up on September 19, 1972 Commission Meeting

On Sept. 19, the Highway Commission issued the following instructions to the staff:

1. Concerning a claim in the amount of $76 for paint damage to a car, the question was raised whether or not we would review any further requests from the Dierickx Company for bid proposals and it was decided that we would.

   Head - Please handle.

2. Review the space requirements of DOT and analyze the trade-off made by moving five Resident Engineers to the Rivergrove building in Salem.

   Ellison - Please handle.

3. Advise Mr. Terry Emmert that their decision to prohibit house moving on freeways stands.

   Klaboe - Please handle.

4. Proceed with the contract between Redmond and Bend for 8 passing lanes at an estimated cost of $1.5 million.

   Hunter - Please handle.

5. Offer our services to the State Board of Aeronautics for contract maintenance of the many small airports located throughout the state.

   Johnson - Please handle.

Consult Rivergate Hunter ASAP

6. Perform a routine minor reconnaissance study including the use of aerial photography only on the proposed Rivergate Freeway.

   Hunter - Please handle.

Assist Area Engineer Budget

7. Establish a Research Unit under the Materials Section in the next budget.

   Skoog - Please handle.

FBK:ia

cc Highway Commission
   C. W. Head
   V. E. Skoog
   L. I. Lindas
   Walt Hart
   R. W. Ellison

RECEIVED
DEC 21 1970
FOR FILING

4-4220
7423

December 21, 1970

General Insurance Co. of America
520 S. W. 6th
Portland, Oregon 97204

Gentlemen:

On December 16, 1970, we wrote to you concerning release of final payment on Contract No. 7423 awarded to Albert Bierlein Co., Inc., for work on the Youngs Bay, Lewis and Clark River and Nehalem River Bridges on the Astoria-Astoria and Oregon Coast Highways in Clatsop and Tillamook Counties.

Final payment on this contract is $3,508.31 and the total contract amount is $63,463.54 including $3,918.54 for work performed under force account.

Very truly yours,

Floyd Emery, Secretary
OREGON STATE HIGHWAY COMMISSION

Encl.

cc Albert Bierlein Co., Inc.
8200 S. E. 19th Avenue
Portland, Oregon 97214

Frank Morgan
Ivan Merchant
V. E. Skeen
Attn: John Herr
R. D. Asbury

RECEIVED
DEC 16 1970
FOR FILE

4-4223
7423

December 15, 1970

Oregon State Highway Commission

Gentlemen:

Work was completed November 13, 1970 on Contract No. 7423. The contract was with Albert Dierickx Company, Inc. and was for maintenance painting on the Youngs Bay, Lewis and Clark River and Nehalem River Bridges section of the Warrenton-Astoria and Oregon Coast Highways in Clatsop and Tillamook Counties.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective December 15, 1970 and that you concur in this procedure at the Commission meeting on January 5, 1971.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

R. L. Foster
State Highway Engineer

VG:fw
cc: Floyd Query
Tom Edwards
A. E. Johnson
Victor D. Wolfe
F. D. Morgan
I. D. Merchant
V. E. Skoog
L. H. Young
R. D. Asburry

4-4220 7423

FORM E-1 (REV. 12-66)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Youngs Bay Lewis & Clark and Nehalem River Bridges		WEEK ENDING: Dec 5, 1970
		SECTION PREFIX: 4-4220
HIGHWAY: Warrenton-Astoria and Oregon Coast		COUNTY: Clatsop and Tillamook
NAME OF JOB: Youngs Bay, Lewis & Clark River and Nehalem River Bridges	KIND OF WORK: Maintenance Painting	
CONTRACTOR: Albert Dierickx Co., Inc.	CONTRACT NUMBER: 7423	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: June 12, 1970	DATE WORK STARTED: July 27, 1970	ESTIMATED COMPLETION DATE: Nov. 13, 1970
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
	SPECIFIED COMPLETION DATE: Nov. 15, 1970	PERCENT OF TIME ELAPSED: 97
PROJECT AUTHORIZATION: $71,156.02	ENGINEERING AUTHORIZATION: $6,214.50	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $64,961.52	ENGINEERING COST TO DATE: $9,761.74	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 102.9
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $63,463.54	PERCENT OF AUTHORIZATION: 157.1%	DATE PROJECT WAS COMPLETED: Nov. 13, 1970
ESTIMATED PERCENT: [redacted] UNDERRUN: 9.8%		

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Overcast			
MONDAY	Rain & Sleet			
TUESDAY	Rain & Sleet			
WEDNESDAY	Rain & Sleet			
THURSDAY	Rain & Sleet			
FRIDAY	Overcast			
SATURDAY				

RECEIVED
DEC 7 1970

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 11-29	
MONDAY 11-30	
TUESDAY 12-1	
WEDNESDAY 12-2	
THURSDAY 12-3	
FRIDAY 12-4	
SATURDAY 12-5	

REMARKS

Mr. R. D. Asburry, Regional Engineer, made final inspection of the Lewis & Clark River Bridge Wednesday, December 2, 1970.

This will be the last weekly report as the semi-final will be submitted Monday, December 7, 1970.

SIGNED Charles W. Edney LOCATION Astoria

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP°F216

RECEIVED
OCT 30 1970
FOR FILES

4-4-20
7423

October 29, 1970

District Service Office
Cascade Plaza
2828 Southwest Corbett
Portland, Oregon 97201
Phone: Area Code 503 224-9400

Claim No. 17 B 72172
Insured : Strong
D/Loss : 9-12-1970

State of Oregon
Highway Commission
Salem, Oregon

Gentlemen:

On September 12, 1970, while the bridge at Nehalem, Oregon, was being painted, our insured's car was damaged by the paint spray in the amount of $40.00.

I would appreciate your giving me the name and address of the painting contractor who was doing this work.

You may write your reply on the bottom of this letter and return it to me in the attached stamped envelope.

Cordially,

Janet Plummer
Claim Examiner

sc

This appears to come under our Contract No. 7423 awarded to Albert Dirickx, Inc 808 SE 19th Ave., Portland, Oregon 97214

Original returned to Allstate 10-30

F. Lacey

RECEIVED
OCT 30 1970
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUN 17 1970
FOR FILING

4-4220
7423

June 15, 1970

Albert Dierickx Co., Inc.
808 S. E. 19th Avenue
Portland, Oregon 97214

Gentlemen:

The State Highway Commission on June 12, 1970, awarded to you State Highway Contract No. 7423 for cleaning and painting all the structural steel on the Youngs Bay, Lewis and Clark River and Nehalem River Bridges on the Warrenton-Astoria and Oregon Coast Highways.

This award was based on your bid of $61,345 which was the low bid submitted to the Commission on June 5, 1970, for this project.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Floyd Oxley, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Reed, Assistant Secretary

fkm
cc Frank Morgan
D. J. Barbee
I. D. Merchant
R. D. Asburry
Loren Weber
Wm. Geibel (SAIF)

FORM S-90 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 29, 1970

SUBJECT: Contract Maintenance
Bridge Painting
1970-71 Budget

To:

Tom Edwards
Assistant Highway Engineer
BUILDING

The attached list of bridges are included in the tentative budget for Contract Maintenance 1970-71.

If possible, the contracts for the painting of these structures should be placed on the June 4, 1970 letting so as to take advantage of favorable painting weather.

If you concur, please forward the list of structures to the Bridge Engineer for the preparation of contract specifications.

E. S. Hunter
Maintenance Engineer

GDA:hl

Attachment

Mesenbrink

NOTED
TOM EDWARDS

RECEIVED
APR 29 1970
OFFICE OF
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DIVISION
Maintenance Department

CONTRACT MAINTENANCE PAINTING 1970-71

Warrenton-Astoria Hwy. #105

Youngs Bay Bridge No. 330 - M.P. 6.89
Double Leaf Bascule - 250 Tons..... Est. $25,000

Lewis & Clark Bridge No. 711 - M.P. 4.78
Single Leaf Bascule - 150 Tons.....Est. $15,000

Oregon Coast Hwy. #9

Nehalem River Bridge No. 574 - M.P. 45.61
Thru Truss Swing Span - 170 Tons.....Est. $17,000

Yaquina Bay Bridge No. 1820 - M.P. 141.53
Trussed Arch Spans - 1440 Tons below deck.....Est. $200,000

Note:

Due to the proximity of the Youngs Bay, Lewis & Clark, and Nehalem bridges, it is recommended that these structures be grouped together and let as a single contract.

The Yaquina Bay Bridge painting is for below deck. Specifications should call for removal of all paint on the stringers and transverse floor beams and then repainting with an inorganic ZINC paint system.

GDA:hl
4/29/70

316-1711 Madras (Willow Creek Bridge) 1970
Section, on city street (7th St.)
#7424 (Structure)

(1) A 3883

OREGON STATE HIGHWAY DEPARTMENT

Date 1-18-71

ITEMIZED STATEMENT OF COSTS
SPECIAL CITY ALLOTMENT PROJECT

Program Year 70

Contract # 7424 Prefix 316-1711 Survey Prefix 316-1461

Street Willow Creek Bridge

City Madras

Payments to Contractor (see attached voucher) ..... $ 24,688.57

Engineering and Contingencies 2,711.25

Survey: Total $ 2697.58
Prorated Share 258.94

TOTAL 27,658.76

Agreed State Share 25,000.00

Agreed City Share 2,658.76

City Advance Deposit 3,836.00

Refund due City 1,177.24

2 Copies Merr
1 " Mosher
1 " CC file
1 " SGA (pencil Copy)

Construction Costs over $25,000 = $\frac{2399.82 \times 2956.47}{27,399.82}$ = $258.94

Reference: Outside Billing CC1247

RU

RECEIVED
NOV 3 - 1970
FOR FILING
316-1711
7424

November 2, 1970

United Pacific Insurance Co.
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

On October 27, 1970, we wrote to you concerning release of final payment on Contract No. 7424 awarded to E. E. Steinlicht for the Willow Creek Bridge in Madras, Jefferson County.

Final payment on this contract is $1,199.27 and the total contract amount is $24,688.37. No work was performed under force account.

Very truly yours,

Floyd Emery, Secretary
OREGON STATE HIGHWAY COMMISSION

fhm

cc E. E. Steinlicht
P. O. Box 1070
Bend, Oregon 97701

Frank Morgan
Ivan Merchant
V. E. Skoog
Attn: John Kerr
J. F. Putnam

OREGON STATE HIGHWAY DEPARTMENT 10728710 PROGRESS ESTIMAT

SECTION MADRAS /MILLOW CREEK RIDGE/ COUNTY JEFFERSON AWARDED 06

HIGHWAY CITY STREET SPECIFIED COMPLETION A) 100 CWD B) C) EXTENSION

TYPE WORK STRUCTURE CONTRACTOR E E STEINLICHT BEND 97701

ITEM NO.	ITEM NAME / UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION QUANTITY	ORIGINAL AUTHORIZATION AMOUNT	CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT
001	EMBANKMENT IN PLACE CU YD	20000	170000	34000	169420	33884
002	SHORING CRIBBING ETC LUMP SUM	12500000	100000	125000	100000	125000
003	STRUCTURE EXCAVATION CU YD	30000	400000	120000	371220	111366
004	STRUCTURE EXCAV BELOW ELEV SHOWN CU YD	100000	30000	30000		
005	CLASS A CONCRETE LUMP SUM	85000000	100000	850000	100000	850000
006	3FTX50FT/55FT PRESTRESSED SLABS ONLY	15000000	1000	150000	1000	150000
007	4FTX50FT/55FT PRESTRESSED SLABS ONLY	13670000	6000	820200	6000	820200
008	REINFORCEMENT LUMP SUM	28120000	100000	281200	100000	281200
009	METAL RAIL LIN FT	210000	40000	84000	40000	84000
	TOTALS FOR ORIG. CONTRACT			2494400		2455650
	PRICE AGREEMENTS					
30101	RIPRAP CU YD	50000			36000	18000

ROGRESS ESTIMATE AND COST REPORT

PAGE NO. 01 FORM E-498 (REV. 5-68)

CWD

AWARDED 06 12 70 F.A.P.

CONTRACT NO. 7424

WORK DONE TO:

EXTENSION

APPROVED A) 60 CWD

PREFIX 316 1711

ESTIMATED DATE OF COMPLETION:

1CHT

USED B)

C)

ESTIMATE NO. 003

FINAL

ORRECTED ESTIMATE		PERFORMED TO DATE 08/27/70		TO COMPLETE 08/27/70		GROUP PORN	NEW TOTAL TO DATE	
UANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT		QUANTITY	AMOUNT
169420	33884	169420	33884			9N		
100000	125000	100000	125000			9N		
371220	111366	371220	111366			9N		
						9N		
100000	850000	100000	850000			9N		
1000	150000	1000	150000			9N		
6000	820200	6000	820200			9N		
100000	281200	100000	281200			9N		
40000	84000	40000	84000			9N		
	2455650		2455650					
36000	18000	36000	18000			9N		

OREGON STATE HIGHWAY DEPARTMENT 10/28/70 PROGRESS ESTIMATE

SECTION MADRAS /WILLOW CREEK BRIDGE/ COUNTY JEFFERSON AWARDED 06 1

HIGHWAY CITY STREET A) 100 CWD SPECIFIED COMPLETION B) EXTENSION C)

TYPE WORK STRUCTURE CONTRACTOR E E STEINLICHT BEND 97701

ITEM NO.	ITEM NAME / UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION QUANTITY	ORIGINAL AUTHORIZATION AMOUNT	CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT
30201	CEMENT ADJ FAVOR OF STATE BBL	-58300			8083	-4793
	* TOTAL PAY COSTS			2494400		2468857
98999	CONTINGENCIES			112248		
99999	ENGINEERING			249440		262143
	GRAND TOTALS			2856088		2731000

RESIDENT ENGINEER DATE

PROGRESS ESTIMATE AND COST REPORT

PAGE NO. 02 FORM E-498 (REV. 5-69)

AWARDED 06 12 70 F.A.P. CONTRACT NO. 7424 WORK DONE TO:

CWD

EXTENSION APPROVED PREFIX 316 1711

A) 60 CWD ESTIMATED DATE

LIGHT USED B) ESTIMATE NO. 003 OF COMPLETION:

C) FINAL

CORRECTED ESTIMATE		PERFORMED TO DATE 08/27/70		TO COMPLETE 08/27/70		GROUP P OR N	NEW TOTAL TO DATE	
UANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT		QUANTITY	AMOUNT
8083	-4793	8083	-4793			9N		
	2468857		2468857					
	262143		235265		26878			
	2731000		2704122		26878			

DATE DIVISION ENGINEER

OREGON STATE HIGHWAY DEPARTMENT

CONTRACT PAYMENT VOUCHER

FORM A-20 (REV. 6-63)

COUNTY: JEFFERSON	CONTRACT NO.: 7424	ESTIMATE N: 3
HIGHWAY: CITY STREET	FEDERAL AID PROJECT NO.:	
SECTION: MADRAS /WILLOW CREEK BRIDGE/		

NO.	ITEMS	UNITS	UNIT PRICE	QUANTITY TO D
)01	9N EMBANKMENT IN PLACE	CU YD	2.0000	169.
)02	9N SHORING CRIBBING ETC	LUMP SUM	1250.0000	100.
)03	9N STRUCTURE EXCAVATION	CU YD	3.0000	371.
)05	9N CLASS A CONCRETE	LUMP SUM	8500.0000	100.
)06	9N 3FTX50FT/55FT PRESTRESSEDSLABS	ONLY	1500.0000	1
)07	9N 4FTX50FT/55FT PRESTRESSEDSLABS	ONLY	1367.0000	6
)08	9N REINFORCEMENT	LUMP SUM	2812.0000	100.
)09	9N METAL RAIL	LIN FT	21.0000	40.
	PRICE AGREEMENT ITEMS			
30101	9N RIPRAP	CU YD	5.0000	36.
30201	9N CEMENT ADJ FAVOR OF STATE	BBL	5.9300-	8

10-28-70

DATE: 10 28 70 PG. 01 7424	TOTAL CONTRACT ITE
PREVIOUS VOUCHER NO.: 12833	% RETAINED ON CONTRACT ITE
CHECKED BY: CP/js cp	FORCE ACCOU
ENGINEER OR AUDITOR: R. H. Clark	TOTAL PAYME

	CONTRACT NO. 7424	ESTIMATE NO. 3 Final
	FEDERAL AID PROJECT NO.	

PREFIX NO'S.

XXXX

316 1711 201(41) 47.93- Cr.

316 1711 204(41) 1,247.20 Dr.

(91)

CREEK BRIDGE/

UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
CU YD	2.0000	169.420	338.84	338.84	
LUMP SUM	1250.0000	100.000	1250.00	1250.00	
CU YD	3.0000	371.220	1113.66	1113.66	
LUMP SUM	8500.0000	100.000	8500.00	8500.00	
ONLY	1500.0000	1.000	1500.00	1500.00	
ONLY	1367.0000	6.000	8202.00	8202.00	
LUMP SUM	2812.0000	100.000	2812.00	2812.00	
LIN FT	21.0000	40.000	840.00	840.00	
CU YD	5.0000	36.000	180.00	180.00	
BBL	5.9300-	8.083	47.93-		47.93-

RECEIVED
OCT 27 1970
FOR FILING

316-1711
742.4

October 26, 1970

Oregon State Highway Commission

Gentlemen:

Work was completed August 27, 1970 on Contract No. 7424. The contract was for a structure on the Madras (Willow Creek Bridge) Section in Jefferson County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective October 26, 1970, and that you concur in this procedure at the Commission meeting on November 24, 1970.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Floyd Query
Tom Edwards
A. E. Johnson
Victor D. Wolfe
F. D. Morgan
I. D. Merchant
V. E. Skoog
L. H. Young
J. F. Putnam

VG:fw

316-1711 7424

FORM E-1 (REV. 12-66)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Madras (Willow Creek Bridge)		WEEK ENDING: Oct. 3, 1970
		SECTION PREFIX: 316-1711
HIGHWAY: City Street		COUNTY: Jefferson
NAME OF JOB: Madras (Willow Creek Bridge)	KIND OF WORK: Structure	
CONTRACTOR: E. E. Steinlicht	CONTRACT NUMBER: 7424	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: June 12, 1970	DATE WORK STARTED: June 25, 1970	ESTIMATED COMPLETION DATE: Complete
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: SUPERVISION:	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 100	CALENDAR DAYS USED 60
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 60
PROJECT AUTHORIZATION: $28,560.00		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
EXCLUSIVE OF ENGINEERING: $26,066.48	ENGINEERING AUTHORIZATION $2,494.00	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $24,689.00	ENGINEERING COST TO DATE $2,038.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 95
ESTIMATED PERCENT: OVERRUN / UNDERRUN 5 %	This Week 0.00	DATE PROJECT WAS COMPLETED: 8/27/70 SF Est 10/5/70
	PERCENT OF AUTHORIZATION 82 %	

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	9937							
PERCENT	100							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				BEN GIFFORD
SATURDAY				

Routing: Morgan, Walker, Bond, Swan, Glenn, Bachtold, Johnsen, Durham

RECEIVED OCT 7 1970 CONSTRUCTION DIVISION

RECEIVED OCT 5 19 BRIDGE DIVISION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Final computations made. Semifinal estimate should be in the Regional Office early in the week.

ORIGINAL SIGNED BY R. H. CLARK

SIGNED R. H. Clark, Res. Eng'r. LOCATION Bend

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

RECEIVED
JUN 17 1970
FOR FILING

316-1711
7424

June 15, 1970

Bid Jacket 5

Mr. E. E. Steinlicht
P.O. Box 1070
Bend, Oregon 97701

Dear Mr. Steinlicht:

The State Highway Commission on June 12, 1970, accepted your proposal for the Madras (Willow Creek Bridge) in Jefferson County for the sum of $24,944 and referred it to the State Highway Engineer with authority to award the contract as soon as the City of Madras approves and deposits $3,836.

Later in the day those conditions were fulfilled and the State Highway Engineer awarded you the project, which has been assigned Contract No. 7424.

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Assistant Secretary

fhm

cc Pacific Builder & Engineer, Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle & Portland
Frank Morgan
D. J. Barbee
Ivan Merchant
J. F. Putnam
R. H. Clark
Wm. Geibel (SAIF)

NOTED
H. S. COX

Mr. A. P. Miller
City Recorder
City Hall
Madras, Oregon 97741

June 11, 1970

Dear Mr. Miller:

This is to acknowledge receipt of the City's check, No. 7657, in the amount of $3,836, as payment on the Special City Allotment project on the 7th Street bridge. This project is now clear for award of contract.

Your cooperation in this matter is appreciated and if there are any questions, please let us know.

Very truly yours,

H. S. Cox
County and City Engineer

Oscar H. Norberg

By: Oscar H. Norberg
Field Engineer

OHN:ljt

bc: L. H. Young
V. D. Morgan
V. E. Skoog, Att: John Herr: Check No. 7657 delivered to
6/11/70

NOTED
P. B. Arnsmeier

NOTED
RICHARD UNREIN

NOTED
DON HARWELL

bc: L. H. Young
J. F. Putnam

NOTED
H. S. COX

June 5, 1970

Mr. A. P. Miller
City Recorder
City Hall
Madras, Oregon 97741

Dear Mr. Miller:

On June 5, 1970, the State Highway Commission opened bids on the 1970 Special City Allotment project on the 7th Street bridge. The apparent low bid was submitted by E. E. Steinlight of Bend, Oregon.

The anticipated cost based on the low bid is as follows:

Contractor's bid----------	$24,944.00
Anticipated additional items (none)	--
Total	$24,944.00
14½% engineering & contingencies	3,616.88
Total	$28,560.88
Estimated portion of preliminary eng'ring charged to project---	275.00
TOTAL ANTICIPATED COST----------	$28,835.88

As a contract cannot be awarded until the City has deposited its estimated share of the cost, please forward at your earliest convenience a check or warrant to this office in the amount of $3,836 made payable to the Oregon State Highway Commission.

Very truly yours,

H. S. Cox
County and City Engineer

By

Oscar H. Norberg

Oscar H. Norberg
Field Engineer

OHN:mm

Phoned Carl Nelson re. Adv. Pay't 6/11/70

NOTED
P. B. Arensmeier

NOTED
RICHARD UNREIN

NOTED
DON HARWELL

NOTED
H. S. COX

May 14, 1970

Mr. A. P. Miller
City Recorder
City Hall
Madras, Oregon 97741

Seventh Street Bridge
1970 Special City Allotment Project

Dear Mr. Miller:

I want to call your attention to a detail on the bridge plans that pertains to moving the water main to the west side of the bridge where it is attached outside of the guardrail posts. I believe this is different than what you had in mind originally. The engineer on the project can advise the City regarding the matter, and I am sure he would be glad to assist all he can.

The project is tentatively scheduled for the June 5 bid opening. After that time the City will know what the status will be for the job.

Attached are xerox prints showing some details pertaining to the water main.

Very truly yours,

H. S. Cox
County and City Engineer

By
Oscar H. Norberg

Oscar H. Norberg
Field Engineer

OHN:mm

Att.

Copy to J. F. Petersen for info

June 5th bid opening.

Noted
Oscar H. Norberg

NOTED
RICHARD UNREIN

NOTED
P. B. Arensmeier

NOTED
DON HARWELL

pcn

Madras (Willow Cr. Br.) System

Estimate

Structure

No	Item	Quantity	Price	Amount
1.	Embankment in Place	170 Cu Yds	6.00	1020 -
2.	Shoring, Cribbing, Etc.	All Spec		5000.00
3.	Structure Excavation	400 cu yds	5.00	2000 -
4.	Structure Excavation Below Elevations Shown	30 cu yds	10.00	300 -
5.	Class "A" Concrete (104 cy @ $110)	All Req'd		11,440 -
6.	3'x 30'/55' Prestressed Slabs	1 Only	1200.00	1200 -
7.	4'x 30'/55' Prestressed Slabs	6 Only	1400.00	8400 -
8.	Reinforcement (15,000 lb @ $0.20)	All Req'd		3000 -
9.	Metal Rail	40 Lin Ft	10.00	400 -
		Total		$32,760.00
	Antic. Add. Items			None
		Total		32,760.00
	14½% E & C			4,750.20
		Total		$37,510.20

RECEIVED
MAY 14 1970
ENGINEER
COUNTY & CITY DIVISION

NOTED
DON HARWELL

SCA

FORM E-50 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 19, 1970

SUBJECT: Willow Creek (~~9th~~ 7th St.) Bridge
in Madras
Jefferson County
Bridge 9937

To:

Mr. H. S. Cox
County and City Engineer

B U I L D I N G

After due consideration of the request by the City of Madras that we design a widening of the existing structure, we have decided that it would not be good engineering to do so from either a structural or hydraulic standpoint.

The capacity of the existing structure to carry live loads is inadequate for present highway loadings. We recommend that the existing structure be posted for six tons. The hydraulic capacity is also insufficient, particularly if some work were to be done to contain the high water within the stream channel.

We recommend that the additional roadway width be constructed to a span length of 50 feet. We also urge you to recommend to the City, should they decide to construct the new roadway to our attached preliminary plan and elevation layout, that the existing structure be replaced as soon as possible.

Estimated cost for constructing the structure for the west half of the roadway is $24,500 including engineering and contingencies.

Ivan D. Merchant
Bridge Engineer

LLW:DH
Attachment
cc T. C. Roake
J. E. Backstrand

RECEIVED
MAR 19 1970
ENGINEER
COUNTY & CITY DIVISION

RECEIVED
MAR 19 1970
TRAFFIC ENGINEERING

RECEIVED
MAR 17 1970
ENGINEER
COUNTY & CITY DIVISION

NOTED
H. S. COX

SCA

BRIDGE PROJECT DATA, CITY OF Madras, DATE 3/10/70

TO BE FINANCED BY SPECIAL CITY ALLOTMENT FUND AND NECESSARY CITY FUNDS.

1. Street Name: 7th Street
2. Name of River or Stream: Willow Creek
3. Name of Bridge: Willow Creek 7th St.
4. Does City wish a particular type of bridge design? Yes X No
   If "Yes," explain type desired: Same as ½ bridge
5. Desired roadway width of bridge: 54'
6. Are sidewalks desired? Yes No X
7. Width of sidewalks:
8. Is sidewalk desired on upstream side of bridge? Yes No X
9. Is sidewalk desired on downstream side of bridge? Yes No
10. Can street be closed during construction? Yes X No
11. Will detour be required? Yes No X
12. Will detour be constructed and maintained by City? Yes X No
13. Will detour be constructed and maintained by contractor? Yes No
14. Will City construct approaches or connections? Yes X No
15. Will contractor construct approaches or connections under contract?
    Yes No
16. State width of traveled roadway: 54' Width of shoulders
17. Will additional right-of-way be required? Yes No X
    NOTE: Right-of-way costs must be paid by City.
18. Does City wish State to prepare option forms for City's use in acquiring right-of-way? Yes No
19. Will old bridge remain in place? Yes X No
20. Will old bridge be removed by contractor? Yes No X

Noted
Oscar H. Norberg

NOTED
DON HARWELL

21. Will old bridge be removed by City? Yes_____ No__X__

22. Does City wish old bridge salvaged for future use? Yes_____ No_____

23. Does City wish lightpost bases and conduit installed? Yes_____ No__X__

24. Does City wish complete job of illumination in project? Yes_____ No_____
NOTE: Illumination costs must be paid by City.

25. Will any of the following utilities be attached to this structure?

(a) Water Mains: Yes__X__ No_____ Size_____

(b) Sanitary Sewer Mains: Yes_____ No_____ Size_____

(c) Storm Sewer Mains: Yes_____ No_____ Size_____

(d) Gas Mains: Yes_____ No_____ Size_____

(e) Power Lines: Yes_____ No_____

(f) Telephone Lines: Yes_____ No_____

(g) Other Utilities?_____
NOTE: City to adjust utilities if required, at no cost to State.

26. General remarks:_____

By D. W. Hatfield
D. W. Hatfield Mayor

By A. P. Miller
City Recorder or City Manager
A. P. Miller

By_____
City Engineer

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MAR 2 - 1970
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GAME COMMISSION

OFFICE OF THE DIRECTOR

P. O. BOX 3503 • 1634 S.W. ALDER ST. • PORTLAND, OREGON • 97208 • Ph. 222-9611

316-1311
7424

TOM McCALL
GOVERNOR

COMMISSIONERS
GEORGE L. HIBBARD, Chairman
J. PAT METKE, Vice Chairman
JOHN P. AMACHER, Member
JOSEPH W. SMITH, Member
JAMES W. WHITTAKER, Member

JOHN W. McKEAN
State Game Director

February 24, 1970

cc's sent 2-27-70

F.B. Klaboe
L.H. Young
T.C. Roake (2)
C.G. Swenson
W.H. Tebeau
F.E. Terpin (2)
L.W. Rulien (2)
J. F. Putnam (2)

State Highway Engineer
State Highway Department
Highway Building
Salem, Oregon 97310

Attention: Mr. Frank L. Hall

Dear Sir:

This is in reply to your letter of January 15, 1970 regarding location surveys for the following projects:

1. Madras (7th Street Bridge) Section
   City Street - Jefferson County

2. Tualatin River Bridge Section
   Elsner Road - Washington County

F. B. KLABOE
NOTED

A review of the prospectuses reveals that there will be no conflict with wildlife resources. The projects are approved.

We appreciate the opportunity to make recommendations.

Very truly yours,

R. O. Koski

RECEIVED
FEB 27 1970
OFFICE OF
STATE HIGHWAY ENGINEER

R. O. Koski
Fishery Staff Specialist

ROK:js

cc: Dir. OFC

RECEIVED
FEB 26 1970
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
H. S. COX

RECEIVED
FEB 18 1970
ENGINEER
COUNTY & CITY DIVISION

MCE BND 115 2-18-70 2-35 PM

OSCAR NORBERG

CITY WANTS US TO PUT IN BACKFILL THEY WILL TAKE CARE OF SURFACING. ALSO 6-INCH WATER LINE IS IN 10-INCH CASING AND CAN BE POURED AROUND WITH OUT MOVING. PLEASE ADVISE BRIDGE.

J F PUTNAM

FT--. Copy to Swenson
" " Bridge — (Len Wallace)

Noted
Oscar H. Norberg

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FEB 25 1970
FOR FILING

316-1711
7424

February 17, 1970

MISC. CONTRACTS and AGREEMENTS No. 3783

City of Madras
City Hall
Madras, Oregon 97741

Attention: A. P. Miller
City Recorder

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering construction of a bridge on Seventh Street across Willow Creek in your city.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm
Att.

cc H. S. Cox
(agreement attached)

RECEIVED
FEB 9 - 1970
FOR FILING

JAN 1 8 1970

OREGON STATE
HIGHWAY DIVISION

316-1711
7424

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

January 15, 1970

Mr. Robert W. Schoning
State Fisheries Director
Fish Commission of Oregon
307 State Office Building
Portland, Oregon 97201

Attention: Mr. Burt Carnegie

cc's sent 4-6-70

F.B. Klaboe
L.H. Young
T.C. Roake (2)
C.G. Swenson
W.H. Tebeau
P.E. Terpin (2)
L.W. Rulien (2)
J. F. Putnam (2)

Dear Sir:

Attached are the following prospectuses for location surveys proposed by the Oregon State Highway Division:

#1 Madras (7th Street Bridge) Section
City Street - Jefferson County

#2 Tualatin River Bridge Section
Elsner Road - Washington County

These prospectuses are forwarded to comply with Modification No. 1 dated May 19, 1965 of our Memorandum of Understanding dated September 12, 1963.

Very truly yours,

Forrest Cooper
State Highway Engineer

By Frank L. Hall

Frank L. Hall
Assistant Design Engineer

RECEIVED
FEB 6 1970
OFFICE OF
STATE HIGHWAY ENGINEER

SNK 2-4-70

Dear Frank,
fish passage is required on #2 but not #1.
[illegible] on fishery conflicts this project
[illegible] approval.
Burt Carnegie
acting Hydraulic Engr.

RECEIVED
JAN 19 1970

FOR FILING
316-1711
7424

PREFIX NO. 316-1461

LOCATION PROSPECTUS
MADRAS (7th STREET BRIDGE) SECTION
CITY STREET - JEFFERSON COUNTY

1-14-70

HIGHWAY: 7th Street. City Street; not on State or Federal system.

TERMINI: At Willow Creek on 7th Street.

PROGRAM: 1970 Special City Allotment.

NARRATIVE: This will be a location survey to prepare plans, specifications and costs for widening an existing structure. Reconnaissance will not be necessary. Foundation explorations will be required. An economic analysis is not needed. Street can be closed during construction.

CHARACTERISTICS: Traffic data not available on this section.

TYPICAL SECTION: Existing 54-foot curb-to-curb street section.

BRIDGE: Reconstructed structure to have 48-foot horizontal clearance. Sidewalks not required.

AGREEMENTS: Routine negotiations for Special City Allotment project.

NOTED
R. L PORTER

Attachment
January 14, 1970

Oregon State Game Commission
J. F. Putnam (3)
Tom Edwards
V. D. Wolfe
F. B. Crandall
E. S. Hunter
D. H. Moehring (3)
L. H. Young
R. N. Chase
B. L. Gifford
V. J. Johnson
R. E. Olson
Robert Royer
W. H. Tebeau
F. W. Yarbrough (2)

Fish Commission of Oregon
Forrest Cooper
F. B. Klaboe
D. J. Barbee
F. L. Hall
Ivan Merchant (4)
F. D. Morgan
J. M. Cartwright (2)
H. S. Cox (2)
W. N. Hackleman
A. D. Olson
Jack Rowland
C. G. Swenson
F. E. Terpin

RECEIVED
JAN 15 1970
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
FORREST COOPER

PROJECT
N
WASHINGTON
JEFFERSON
HOOD ST.
LOUCKS
ROAD
CHERRY HILL
CEDAR
MYRTLE
CHERRY
ELM
OAK
PINE
BUTLER
LAUREL
BEVERLY
CALIFORNIA
WARM SPRINGS
HWY. NO. 3
HWY. 97
RAILWAY
COMMERCIAL
STREET
Mill
Creek
TRUITT
PLOTO
GLASS
WILLOW
ROAD
OREGON
Mill
Creek
HIGHWAY
NO. 4
BLUFF
TRADE
JACKSON
ADAMS
JEFFERSON
MONROE
WASHINGTON
CALIFORNIA
COMMERCIAL
WARE
HULL
TURNER
HAVEN
LAKE
BELMONT
CHARLES AVE.
OLIVE
CULVER HWY. NO. 361
M.P. 93.12
M.P. 94.04
M.P. 93.04 N
M.P. 93.03
BUTLER
26
97
PINE
BARD LN.
ADAMS
JEFFERSON
COUNTY FAIRGROUNDS
FAIRGROUNDS ROAD
JUNIPER AVE
PINE AVE
CANYON
WILLOW
CREEK
ROAD
GRIZZLY
SIGNED ROUTES
INTERSTATE
U.S.
ORE.
LEGEND
Post Office
School
R. R. Depot
Public Bldg.
CH – City Hall
CT – Court House
A – Armory
L – Library
Street open for travel.
Street dedicated but not open.
City Limits.
City Center M.P. log
MADRAS
JEFFERSON COUNTY, OREGON
OREGON STATE HIGHWAY DEPARTMENT
IN COOPERATION WITH THE
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
Population 1,800
Scale in Feet
Revised April 1966

Sca-70

FORM S-00-X (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Bend, Oregon 97701

January 6, 1970

SUBJECT: Authority for Survey
Madras (7th Street Bridge)

To: D. J. Barbee
Design Engineer
Salem, Oregon

Enclosed herewith is Authority for Survey for widening a bridge on 7th Street in the City of Madras across Willow Creek. Also enclosed is Location Prospectus, Cost Tabulation for Location Survey Form, and copy of Construction Contract and Plans for the present bridge across Willow Creek, which is to be widened.

As soon as you have finished with the Contract and Plans for the present bridge will you return them to Mr. Cox of County & City.

L. H. Warfield
Assistant Division Engineer

LHW/dk
enclosures

cc - R. H. Clark
H. S. Cox

RECEIVED
JAN 7 1970
ENGINEER
COUNTY & CITY DIVISION

NOTED
P. B. Arensmeier

Noted
Oscar H. Norberg

NOTED
JON HARWELL

RECEIVED
MAY 22 1969
ENGINEER
COUNTY-CITY DIVISION

SCA

NOTED
H. S. COX

PROJECT DATA, CITY OF Madras Date 5/21/69

To be financed by Special City Allotment Fund and necessary city funds.

Street name 7th Street
(Locate project on attached map.)

Project length Bridge

DESIRED STREET SECTION:

Standard roadway; width of travel way: 54 feet, width of shoulders: 8 feet

Curbed section; width curb to curb: 54 feet

Remarks 1/2 Bridge creates hazard

Surface now in place: Oil ✓ Paving ____ Gravel ____

Present surface width: 54 feet

RIGHT-OF-WAY: (City shall, without cost to State, provide all right-of-way required)

Width of present right-of-way: 70 feet

Additional right-of-way required? Yes ____ No ✓

State to furnish right-of-way descriptions? Yes ____ No ✓

Give width of intersecting streets: 60'

Are intersecting streets curbed? Yes ✓ No ____

Remarks ____

CONCRETE CURBS: (All new curbs to be constructed at city's expense.)

Now in place? Yes ✓ No ____

Width between present curbs: 54 feet

City to construct curbs? Yes ____ No ____

To be constructed as part of project? Yes ____ No ____

Length of desired radius on curb returns: ____ feet

Does city desire special type of curbs? Yes ____ No ____

Explain: Curbs and paving in place

NOTED
RICHARD UNREIN

Noted
Oscar H. Norberg

NOTED
P. B. Arensmeier

NOTED
DON HARWELL

- good project needed

SIDEWALKS (All new sidewalks to be constructed at City's expense.)- - - - - -

Are sidewalks now in place? Yes___ No✓

Present sidewalks, Length: _____feet; Width:_____feet

Distance between present sidewalks: _____feet

Are sidewalks to be constructed as part of project? Yes___ No✓

Width of sidewalks to be constructed: _____feet

Are sidewalks to be constructed only on one side of street? Yes___ No✓

Are sidewalks to be constructed on both sides of street? Yes___ No___

Give: Length to be constructed and On which side of street

_____feet N.___ S.___ E.___ W.___

_____feet N.___ S.___ E.___ W.___

Should sidewalks be placed against curbs? Yes___ No___

Is utility strip required? Yes___ No___; Width: _____feet

Remarks_____

_____

STORM SEWERS . . . . . .

Now in place? Yes___ No✓

If yes, are they adequate for increased flow? Yes___ No___

Indicate depth of main lines from present surface: _____feet

To be constructed by City? Yes___ No___

To be constructed as part of project? Yes___ No✓

(Show location of outfall on city map.)

SANITARY SEWERS . . . . . .

Now in place? Yes___ No✓ (NOTE: City to adjust if required.)

If yes, indicate depth of sewers from present surface: _____feet

Remarks_____

_____

_____

WATER MAINS: (City to adjust if required.)

Now in place? Yes ✓ No ___

If yes, how deep from present surface? 4 feet

Remarks City will Relocate if Necessary

DRIVEWAYS: (All driveway construction beyond curb line to be at city's expense.)

To be constructed as part of project? Yes ___ No ✓

Asphaltic concrete? Yes ___ No ___

Portland cement? Yes ___ No ___

How many? None

Must driveways be Portland cement to comply with city code? Yes ___ No ___

Is there a city ordinance specifying width and number of driveways permitted?
Yes ___ No ___ (If yes, please include copy of ordinance.)

Remarks ___

FRANCHISED UTILITIES: (City is to arrange for any required adjustment.)

Gas lines? Yes ___ No ✓

Electric poles? Yes ___ No ✓

Which company? ___
(NOTE: If city-owned, city to adjust.)

Telephone poles? Yes ___ No ✓

Which company? ___

Railroad tracks? Yes ___ No ✓

Which company? ___

Is crossing presently protected by automatic railroad signals?

Yes ___ No ✓

Remarks ___

WORK TO BE DONE BY CITY AS PART OF PROJECT:

Grading? Yes ___ No ___

Clearing? Yes ___ No ___

Base rock? Yes ___ No ___

Concrete curbs? Yes ___ No ✓

Driveways? Yes ___ No ___

Remarks _____

GENERAL INFORMATION:

Are city finances available? Yes ✓ No ___

When available? Date _____

Has city established grade on street? Yes ✓ No ___
(If yes, please include copy of data.)

Please indicate site for disposal of excess excavated material: _____

General remarks: City has in past had built a bridge only ½ width, which creates a real hazard

By _____
Mayor

By A P Miller
City Recorder or City Manager

By _____
City Engineer

Bridge Widening
N
HOOD ST
WASHINGTON ST.
JEFFERSON ST.
LOUCKS
RAILWAY
COMMERCIAL
JEFFERSON ST.
Canal
Main
TRUNK
WARM SPRINGS HWY.
26
97
CALIFORNIA
CHESTNUT ST.
CEDAR ST.
MYRTLE ST.
CHERRY ST.
DALLES
PARK ST.
ELM ST.
OAK ST.
PINE ST.
M.P. 91.78
M.P. 91.84 HWY. 4
M.P. 117.58 HWY. 97
FLOYD GLADE
Willow
ROAD
Creek
M.P. 0.00 HWY. 361
M.P. 58.48 HWY. 4
North
OREGON
ROAD
ABINGDON
CREST
JUNIPER AVE
PARK AVE
HILL
Willow
HIGHWAY NO. 4
PLUFF
TRADE ST.
JACKSON
ADAMS
JEFFERSON
MONROY
MADISON
CALIFORNIA
COMMERCIAL ST.
MONROE
HENRY
ALLEN ST.
GARD ST.
HAVEN ST.
DR.
LANE
CLYDE AVE.
BELMONT
CHANDLER AVE.
(26) M.P. 93.12 = 93.04
M.P. 93.04 N.
M.P. 93.03
WADE
HULL
TURNER
McTAGGART
ROAD
CREEK
GRIZZLY
ROAD
CULVER HWY. NO. 361
JEFFERSON
COUNTY FAIRGROUNDS
FAIRGROUNDS ROAD
BARD LN.
ADAMS
SIGNED ROUTES
INTERSTATE
U.S.
ORE.
LEGEND
Post Office
School
R. R. Depot
Public Bldg.
CH – City Hall
CT – Court House
A – Armory
L – Library
Street open for travel.
Street dedicated but not open.
City Limits.
City Center M.P. log
MADRAS
JEFFERSON COUNTY, OREGON
OREGON STATE HIGHWAY DEPARTMENT
IN COOPERATION WITH THE
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
Population 1,800
Scale in Feet
Revised April 1968

R E S O L U T I O N 4-69

5-13-69

WHEREAS, under the provisions of ORS 366.800 and 366.805 there has been withdrawn from state highway funds appropriated for allocation to the several cities of the State of Oregon the sum of Two Hundred Fifty Thousand and No/100 ($250,000) Dollars, and said sum has been set up in a separate account to be administered by the State Highway Commission and to be spent each year by said Commission upon streets not a part of the state highway system, within cities, which are receiving excessive wear through sudden increases in population in the area or heavy and unusual traffic; and

WHEREAS, the City of Madras is an incorporated city of the State of Oregon and has a population of 1870 as given by the latest official census; and

WHEREAS, the following streets of said city,

Seventh Street Bridge

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MAY 16 1969
ENGINEER
COUNTY & CITY DIVISION

are not a part or parts of the state highway system, but are streets under the jurisdiction and control of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy and unusual traffic," and

WHEREAS, said streets are and each of them is in need of repair, reconditioning, and other major improvement,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare, and resolve:

1. That the aforesaid named streets of said city are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair by reason of excessive wear through sudden increases in population in the area, or by heavy and unusual traffic.

3. That the Oregon State Highway Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues which is to be administered and spent by the Highway Commission.

(cc-50, 1959 Rev.)

4. That the City of Madras does hereby offer to State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and therefore does designate A. P. Miller as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 13th day of May, 1969.

There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Madras at a regular ~~XXXXXXXX~~ meeting of said Council, held on the 13th day of May, 1969, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 13th day of May, 1969.

A. P. Miller, City Recorder

(cc-50, 1959 Rev.)

HOOD ST.
WASHINGTON ST.
JEFFERSON ST.
LEE ST.
HWY. 26
HWY. 97
LOUCKS ROAD
CHESTNUT ST.
CEDAR ST.
CHERRY ST.
ELM ST.
OAK ST.
PINE ST.
WARM SPRINGS
DALLES
CALIFORNIA
BEVERLY DR.
LAKERIDGE DR.
M.P. 91.78
M.P. 91.84 HWY. 4
M.P. 111.28 HWY. 97
M.P. 0.00 HWY. 361
M.P. 93.48 HWY. 4
N
N. Fk. Willow Creek
Willow Creek
Trunk
Floyd Glass Road
Union Pacific Railroad
Oregon
Deschutes Railway Co.
HIGHWAY NO. 4
THE DALLES
CALIFORNIA
JUNIPER AVE
PARK AVE
HILL ST.
ASHWOOD
CREST
ROAD
BLUFF
TRADE ST.
COMMERCIAL ST.
GLEN HAVEN ST. DR.
ALLEN ST.
WADE
HULL
TURNER
JACKSON
ADAMS
JEFFERSON
MADISON
HOWARD
M.P. 0.00
LANE AVE.
CLYDE AVE.
CHARLES AVE.
BELMONT
(EQ.) M.P. 93.16 = 93.04
M.P. 93.04 N.
M.P. 93.03
CULVER HWY. NO. 361
TO CULVER
TO REDMOND
JEFFERSON COUNTY FAIRGROUNDS
FAIRGROUNDS ROAD
BARD LN.
ADAMS
McTAGGART ROAD
CREEK ROAD
GRIZZLY ROAD
SIGNED ROUTES
INTERSTATE
U.S.
ORE.
LEGEND
Post Office
School
R. R. Depot
Public Bldg.
CH – City Hall
CT – Court House
A – Armory
L – Library
Street open for travel.
Street dedicated but not open.
City Limits.
City Center M. P. log
MADRAS
JEFFERSON COUNTY, OREGON
PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
IN COOPERATION WITH THE
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
Population 1,808
Scale in Feet
Revised April 1965

Co Rd. — 1-6-66

Bridge

S.C.A. Investigation Data

City of Madras Date 5/16/69 Div. 4
Population: 1969 [illegible] 1964 [illegible]
Street [illegible]

No. previous projects 6
Last project 1961 (year)
Total SCA funds $ 69328
Funds/capita $ [illegible]
Average/capita $ [illegible]

EXISTING

Surface now in place: A.C. ___ Oil ___ Gravel ___ Concrete ___
Surface width: ___ feet, Shoulder-shoulder width: ___ feet
C-C width: ___ feet, R/W width: ___ feet
Remarks: The existing 4 bridge is 24' wide on a paved street
that is 64' wide. The curbs should be eliminated
[illegible]
open rail

PROPOSED

Surfacing: A.C. ___ Oil ___ Other ___
Pave. width: ___ feet, Shoulder width ___ feet, C-C width: ___ feet
BASE DESIGN: A.C. ___ inches, Leveling ___ inches, Base ___ inches
Lime T.S.G. ___ inches, Blanket ___ inches, P.M.B.B. ___ inches
Length: ___ mile, ___ feet. Type curb: ___
Remarks: Widen to 44' curb to curb approx.
Match the bridge to a 32' width.

ESTIMATE Item	Unit	Gross*	Price	Amount
Temp. protection & direction of traff. ($500-$1,000)	all	all	$ L.S.	$ 500.00
Clearing & grubbing	all	all	L.S.	500.00
General excavation	c.y.	[illegible]	[illegible]	[illegible]
Finishing roadbed & slopes ($1,500)	mile			
Trench excavation Struct. Exc.	c.y.	60	7.00	420.00
Watering	M-gal.			
[illegible] material (3/4-0) Cr. Rock	c.y.	[illegible]	[illegible]	[illegible]
	c.y.	[illegible]	[illegible]	260.00
	ton	[illegible]	[illegible]	[illegible]
	all	all	L.S.	
	each			
	lin. ft.			
	c.y.	[illegible]	[illegible]	[illegible]
	[illegible]	93	90.00	8370.00
	lbs.	13,200	.015	1980.00
	[illegible]	48	15.00	720.00

Looking N. on 7th

N. of N. 3rd

Total	$ 15,630
erm. signing ($100/intersection)	
lagging	
Total	$ 15630
ngineering & contingencies (20%)	3126
Total	$ 18756
ity's estimated share of survey	
TOTAL ESTIMATED COST	$ 18756

Bridge

S.C.A. Investigation Data

City of Madras Date 5/16/69 Div. 4
Population: 1969 [illegible]
1964 [illegible]
Street [illegible]

No. previous projects 6
Last project 1961 (year)
Total SCA funds $ 69328
Funds/capita $ 3220
Average/capita $ [illegible]

EXISTING

Surface now in place: A.C. ___ Oil ___ Gravel ___ Concrete ___
Surface width: ___ feet, Shoulder-shoulder width: ___ feet
C-C width: ___ feet, R/W width: ___ feet
Remarks: The existing bridge is on a paved street that is to remain. The curbs should be eliminated during the bridge [illegible]

PROPOSED

Surfacing: A.C. ___ Oil ___ Other ___
Pave. width: ___ feet, Shoulder width ___ feet, C-C width: ___ feet
BASE DESIGN: A.C. ___ inches, Leveling ___ inches, Base ___ inches
Lime T.S.G. ___ inches, Blanket ___ inches, P.M.B.B. ___ inches
Length: ___ mile, ___ feet. Type curb: ___
Remarks: Finish Coat of 2nd lift of pavement. Feather the bridge to a 22' width.

ESTIMATE Item	Unit	Gross*	Price	Amount
Temp. protection & direction of traff. ($500-$1,000)	all	all	$ L.S.	$ 500.00
Clearing & grubbing	all	all	L.S.	500.00
General excavation Emb in Place	c.y.	500	5.00	[illegible]
Finishing roadbed & slopes ($1,500)	mile			
Trench excavation Struct. Exc.	c.y.	60	7.00	420.00
Watering	M-gal.			
Local material (3/4-0)	c.y.	[illegible]	[illegible]	[illegible]
[illegible]	c.y.	140	2.00	280.00
[illegible]	ton	[illegible]	2.00	[illegible]
[illegible]	all	all	L.S.	
[illegible]	each			
[illegible]	lin. ft.			
[illegible]	c.y.	[illegible]	7.00	350.00
[illegible]	c.y.	93	90.00	8380.00
[illegible]	lbs	13,200	.015	1980.00
[illegible]	lin. ft.	48	15.00	720.00

Total $15,630

[illegible]erm. signing ($100/intersection)
[illegible]lagging

Total $ 15,630
[illegible]ngineering & contingencies (20%) 3126
Total $ 18756
[illegible]ity's estimated share of survey

TOTAL ESTIMATED COST $ 18756

Down Stream on W. Side of 7th St

Bridge

S.C.A. Investigation Data

City of Madras Date 5/16/69 Div. 4

Population: 1969 _____

1964 _____

Street _____

No. previous projects 6

Last project 1961 (year)

Total SCA funds $ 69328

Funds/capita $ 3.00

Average/capita $ 3.47

EXISTING

Surface now in place: A.C. ____ Oil ____ Gravel ____ Concrete ____

Surface width: _____ feet, Shoulder-shoulder width: _____ feet

C-C width: _____ feet, R/W width: _____ feet

Remarks: The existing bridge is 24' wide on a paved street. Load is 10 tons. The posts should be eliminated

PROPOSED

Surfacing: A.C. _____ Oil _____ Other _____

Pave. width: _____ feet, Shoulder width _____ feet, C-C width: _____ feet

BASE DESIGN: A.C. _____ inches, Leveling _____ inches, Base _____ inches

Lime T.S.G. ___ inches, Blanket ___ inches, P.M.B.B. ___ inches

Length: _____ mile, _____ feet. Type curb: _____

Remarks: Finish grade, 24' top of bridge.

Connect new bridge to 52' wide.

ESTIMATE Item	Unit	Gross*	Price	Amount
Temp. protection & direction of traff. ($500-$1,000)	all	all	$ L.S.	$ 500.00
Clearing & grubbing	all	all	L.S.	500.00
General excavation	c.y.	[illegible]	--	[illegible]
Finishing roadbed & slopes ($1,500)	mile			
French excavation Struct. Exc.	c.y.	60	7.00	420.00
Watering	M-gal.			
[illegible]	c.y.	[illegible]	[illegible]	[illegible]
[illegible]	c.y.	[illegible]	[illegible]	[illegible]
[illegible]	ton	[illegible]	[illegible]	280.00
[illegible]	all	all	L.S.	[illegible]
[illegible]	each			
[illegible]	lin. ft.			
[illegible]	c.y.	[illegible]	[illegible]	[illegible]
[illegible]	s.y.	93	90.00	8380.00
[illegible]	lbs	13,500	.15	1980.00
[illegible]	lin. ft.	48	15.00	720.00
			Total	$15,630
Perm. signing ($100/intersection)				
Flagging				
			Total	$15,630
Engineering & contingencies (20%)				3126
			Total	$18756
City's estimated share of survey				
			TOTAL ESTIMATED COST	$18756

Upstream - E. of 9th St.

Madras

S.C.A. Investigation Data

City of Madras Date 5/16/69 Div. 4
Population: 1969 ____
1964 ____
Street _____

No. previous projects 6
Last project 1961 (year)
Total SCA funds $ 69328
Funds/capita $ ____
Average/capita $ ____

EXISTING

Surface now in place: A.C. ____ Oil ____ Gravel ____ Concrete ____
Surface width: ____ feet, Shoulder-shoulder width: ____ feet
C-C width: ____ feet, R/W width: ____ feet
Remarks: The existing [illegible] is on a paved street
[illegible] is 22' wide. The berms should be eliminated
[illegible]

PROPOSED

Surfacing: A.C. ____ Oil ____ Other ____
Pave. width: ____ feet, Shoulder width ____ feet, C-C width: ____ feet
BASE DESIGN: A.C. ____ inches, Leveling ____ inches, Base ____ inches
Lime T.S.G. ____ inches, Blanket ____ inches, P.M.B.B. ____ inches
Length: ____ mile, ____ feet. Type curb: ____
Remarks: Finish [illegible]

ESTIMATE Item	Unit	Gross*	Price	Amount
Temp. protection & direction of traff. ($500-$1,000)	all	all	$ L.S.	$ 500.00
Clearing & grubbing	all	all	L.S.	500.00
General excavation Exc. in Pl.	c.y.	500	[illegible]	[illegible]
Finishing roadbed & slopes ($1,500)	mile			
Trench excavation Structure Exc.	c.y.	60	7.00	420.00
Watering	M-gal.			
Level material (3/4-0)	c.y.	[illegible]	[illegible]	[illegible]
Base material	c.y.	[illegible]	[illegible]	2,800.00
Asphalt	ton	[illegible]	[illegible]	[illegible]
Binder	all	all	L.S.	
Concrete inlets	each			
Culvert pipe	lin. ft.			
Concrete curbs	c.y.	[illegible]	70.00	350.00
Class "A" Conc.	c.y.	93	90.00	8380.00
Reinf. Steel	lbs.	13,200	.15	1980.00
Hand Rail	lin.ft.	48	15.00	720.00

*Items include 10% allowance

Total	$ 15,630
Perm. signing ($100/intersection)	____
Flagging	____
Total	$ 15,630
Engineering & contingencies (20%)	3126
Total	$ 18756
City's estimated share of survey	____
TOTAL ESTIMATED COST	$ 18756

Say 19,000

HOOD ST
WASHINGTON ST.
JEFFERSON ST.
LOUCKS ROAD
RAILWAY COMMERCIAL
JEFFERSON ST.
HWY. NO. 97
HWY. NO. 26
WARM SPRINGS
CALIFORNIA
CHESTNUT ST.
CEDAR ST.
BEVERLY DR.
LAKESIDE DR.
MYRTLE ST.
CHERRY ST.
M.P. 91.78
M.P. 91.94 HWY. 4
M.P. 117.58 HWY. 26
ELM ST.
OAK ST.
PINE ST.
PARK ST.
BALLEE ST.
4TH ST.
THE DALLES
FLOYD
GLASS
Willow
ROAD
Creek
Trail
Rail Road
OREGON
M.P. 0.00 HWY. 361
M.P. 52.48 HWY. 4
ASHWOOD
HILL CREST
JUNIPER AVE
PARK AVE
ROAD
NO. 4 HIGHWAY
BLUFF ST.
TRADE ST.
CALIFORNIA
COMMERCIAL ST.
MORROW DESERT
GLEN ST.
HAVEN ST.
BARD DR.
McTAGGART
ROAD
Creek
GRIZZLY ROAD
LANE
JACKSON
ADAMS
JEFFERSON
MADISON
AVE.
CLYDE
CHARLES
M.P. 0.00
BELMONT
WADE
HULL
TURNER
M.P. 99.12 - 99.04
M.P. 99.04 N
M.P. 99.03
CULVER HWY. NO. 361
DALLES
THE DALLES
BARD LN.
ADAMS
JEFFERSON
COUNTY FAIRGROUNDS
FAIRGROUNDS ROAD
N
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CH – City Hall
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Street open for travel.
Street dedicated but not open.
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MADRAS
JEFFERSON COUNTY, OREGON
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IN COOPERATION WITH THE
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
Population 1,800
Scale in Feet
Revised April 1968

21-3376 "D" River State Wayside, on Oregon Coast Hwy. in Lincoln City. (Grad., pav., & facilities) 1970

#7425

RECEIVED
OCT 19 1971
FOR FILING

21-3376

7425

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 8, 1971

SUBJECT: "D" River State Wayside
Lincoln County
Contract No. 7425

To:

Mr. Tom Edwards
Deputy State Highway Engineer
BUILDING

NOTED
A. E. JOHNSON

In reply to your letter regarding the 100 percent overrun in engineering on subject project, I submit herewith a report from Region II in an attempt to answer your questions.

The matter of a possible overrun on this project was called to the attention of Region II on August 31, 1970. The many design changes, poor contractors operations, distance from headquarters and other items accumulated into an excess of engineering costs. Region II office attempted, without much success, to hold these costs to a minimum.

F. D. Morgan
Construction Engineer

FDM:fw
Attach.
cc A. E. Johnson

AEJ
Disagree

RECEIVED
OCT 8 1971
OFFICE OF
STATE HIGHWAY ENGINEER

Routing

Morgan ✓✓✓ Pease

Decker RECEIVED Swan

Bond Glenn

OCT 8 1971 Litchfield

Gallagher

Stein

FORM S-20 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

CONSTRUCTION DIVISION

Salem, Oregon
October 8, 1971

SUBJECT: Engineering Overrun
"D" River Wayside
21-3376

To: F. D. Morgan
CONSTRUCTION ENGINEER

You requested September 23 the "reasons, events and change orders which caused this project to overrun (its engineering) so extensively." There can be no excuse for a 100 per cent overrun. So I should stop right here.

However, there are several factors that added to the overrun which should be mentioned.

Plan Changes or Discrepancies

Two critical plan errors were found when work began. This contributed to two of the four changes in the sea wall design during its construction. The first was to fit the correct length of longer existing wall and closer property line. The second was to adjust for an unsuitable portion of the existing wall. The third change was ordered by the Parks section. It was to lower the wall height. Some alternates were ordered studied. E. S. Hunter countermanded the lowering after it had been effected. This resulted in the fourth change from the contract plan. The Extra Work bills fortunately only amounted to $1104.07. Engineering costs for new detailed drawings and staking were considerably more. Numerous telephone calls, frayed nerves, and evening work were routine for the Resident Engineer during this period.

The other plan error was in the grading quantities. The plans call for borrow and 1750 cubic yards of excavation. Actually, 2273.6 cubic yards were hauled away. The grading commenced before the staking could be changed. One change was necessary for drainage and proper sidewalk grades. The basic grading quantity change resulted in a claim that could not be resolved at the time with a price agreement. So, records had to be kept of the evening and weekend operations of the subcontractor. It appears that the odd hours were to avoid Union trouble or to accommodate other work. The resolution of the claim was lengthy with paper work. So, the staking revisions to reduce the problem, documentation, and analysis all added to the engineering overrun.

AP*10670-794

Minor plan changes were effected in the electrical service, hot water plumbing, plumbing for a future irrigation system, patching and matching the existing seawall, and curb location to avoid moving light poles, etc.

Subcontractor Problems

There were eight subcontracts amounting to 41 per cent of the contract. This is not unusual nor the added number of communication problems. Even the odd hours of the grading sub, Tom Nash is not too unusual. But, Don H. Morris the base rock, paving and topsoil sub is; particularly his trying to do this type work in the winter.

In simple words, the Don H. Morris operation is extraordinarily inefficient. This resulted in an Internal Revenue sale notice and a new partner. This was too late, as was the new small quantity testing instructions to keep our inspection and weight documentation from being geared to his inefficiencies. More excessive engineering expense.

Remoteness

"D" River is 26 miles from Patterson's Newport office. This distance in heavy summer traffic added considerably to the time it took to check the numerous incidental items involved in this type of work.

Reports

Your office early recognized the engineering cost problem on this project and issued the attached August 31, 1970 instructions to "take immediate steps---held to an absolute minimum". These instructions were immediately relayed to Patterson and reviewed with him. I again followed up by the attached March 1, 1971 letter. By it you will note on engineering expense problem with two other of the beach access projects. It is not limited to these two projects. It is common to all of the beach access projects. They are small, remote, and involve small quantities of numerous items, and some planning errors.

H. H. Patterson's separate analysis is attached. Defense rests.

Gerald Wimer
REGIONAL CONSTRUCTION ENGINEER

Attachments

cc H. H. Patterson

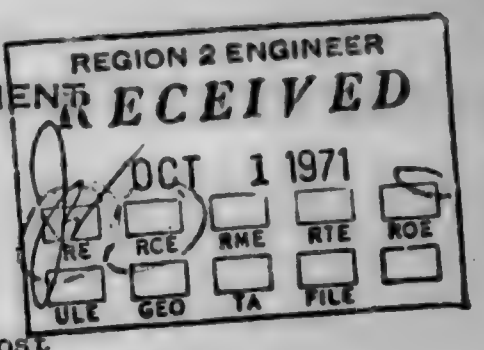
21-3376

FORM S-30 REV 10-68

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Newport 97365
29 Sep 71



SUBJECT: Engineering Cost
"D" River State Wayside
Contract No. 7425

To: J. B. Boyd
Region Engineer
S A L E M

Attention: Gerald Wimer

Please refer to F. D. Morgan's letter of September 23 on the above-named subject. Changes and additions in four general areas: SEAWALL; GRADING; PAVING & TOPSOIL; and PROVISIONS FOR FUTURE FACILITIES contributed significantly to the engineering costs on this projett.

SEAWALL - When the seawll was layed out according to the plan it appeared to encroach on the adjacent City Street R/W...it was necessary to lay out the R/W to confirm this. After confirmation is was necessary to alter the configuration of the wall to stay within our property. Early indications were that the existing seawall was longer than shown on the plans, so the design was shortened and the dog leg eliminated to stay on our property. After excavation got under way on this design it was discovered that a 23-foot section of the existing wall was unsuitable for incorporation into the work, and this had to be removed and replaced, necessitating another change. This work was done at my direction, though many were aware of and involved in it, including Mr. Kear, Mr. Asburry and yourself.

Original design of the seawall included a 3-foot extension above the adjacent sidewalk. As forming and placement of reinforcing steel for this portion was nearing completion you directed me, I believe it was by order of Mr. Hunter, to delete this detail; I was later directed to return to the original plan. These changes were accomplished by Extra Work Order, thus incurring documentation and other related costs.

GRADING - Grade was staked in accordance with the profile and typical section given in the plans. As grading work progressed it became evident that quantities and distribution were to vary drastically from the plans.. The grade was revised in order to reduce the amount of excess material, involving restaking and also some Extra Work for rehandling of curbs and base rock, with attendant documentation costs.

Further contributing to engineering costs was the method of operations employed by the grading subcontractor. He did the bulk of his work on evenings and weekends by commuting from Salem, thus overtime was incurred by my inspector in keeping even minimal direction and records of this work. Lack of records in this regard also reflected later in researching a

claim in connection with this work.

PAVING & TOPSOIL - Due to the lateness of the season when the project was finally brought to a condition satisfactory for paving, an agreement was reached to place the pavement in two lifts rather than one. Before the second lift was placed the subcontractor had used up his supply of aggregate on commercial work, thus necessitating additional work in re-testing.

Topsoil placing operations were put off by the subcontractor until caught by adverse weather, and were haphazard and spasmodic thereafter. Quite a bit of time and expense was incurred in having my inspector show up to document operations which never took place in this connection.

PROVISIONS FOR FUTURE FACILITIES - This involved installation of sections of water line and electrical conduit under the pavement for future service to planting areas. Requirement of these two items were noted at separate times, so the work was not accomplished simultaneously. This was Force Account work, with attendant documentation costs.

IN ADDITION TO THE ABOVE, unproductive time and expense was incurred in excessive documentation to satisfy specifications, and in research and preparation of detailed reports such as the grading claim, time extension request, and this and similar reports.

H. H. Patterson

H. H. Patterson
Resident Engineer

21-3335
21-3312
21-3376

Salem, Oregon
March 1, 1971

Engineering Costs

H. H. Patterson
RESIDENT ENGINEER

It is noted your February 20 reports show engineering expenditures:

Contract	Project	Per Cent Expended
7425	'D' River	173
7505	Neskowin	60
7535	Driftwood	33

By February 24 letter I have written instructions to hold engineering expenditures within the project authorization on the latter two projects. I believe this is impossible. Nevertheless we shall try. Please discuss considering:

1. Need for project increase at 'D' River.
2. Possibility of more reliance on spot checks to allow more efficient manpower use.

I don't mean by the above to take anything away from the credit you deserve for hard work, but my question is can your crew be relieved of their time consuming work and more of the load carried by you shared with them as it should be?

R. D. Asburry
REGIONAL ENGINEER

by

Gerald W. Wimer
REGIONAL CONSTRUCTION ENGINEER

GWW/jc
cc. F. D. Morgan

NOTED
GEO. W. [illegible]

NOTED
R. D. ASBURRY

21-3376

FORM S-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 31, 1970

SUBJECT

RECEIVED
DIVISION ENGINEER
AUG 1 1970
ROUTING
ASBURRY ☑ WIMER ☐
CANFIELD ☐

To: Mr. R. D. Asburry
Regional Engineer
EAST SALEM HIGHWAY BUILDING

It is noted on Patterson's Weekly Report of August 29 on the "D" River State Wayside Contract No. 7425 that the project is only 32% complete and he has expended 53% of his engineering.

Please take immediate steps to see that the engineering costs on this project are held to an absolute minimum.

F. D. Morgan
Construction Engineer

By Edwin A Pease

Edwin A. Pease
Construction Office Engineer

EAP:fr

cc Patterson -- Take suitable action including a written report
A Wimer 9-4-70 cg

RECEIVED
SEP 24 1971
FOR FILING

21-3376
7425

September 24, 1971

General Insurance Company of America
Portland Service Office
1300 S. W. 1st Avenue
Portland, Oregon 97201

Gentlemen:

On September 16, 1971, we wrote to you concerning release of final payment on Contract No. 7425 awarded to Ross Bros. Construction, Inc., for work in "B" River State Wayside in Lincoln County.

Final payment on this contract is $4,533.32 and the total contract amount is $96,181.38, including $2,566.73 for work performed under force account.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

dr

cc Ross Bros. Construction, Inc.
3301 Brooklake Road, N. E.
Salem, Oregon 97303

bc Frank Morgan
Ivan Marchant
V. E. Shoeg
Attn: John Kerr
J. B. Boyd

RECEIVED
SEP 16 1971
FOR FILING

21-3376
74-5

September 15, 1971

Oregon State Highway Commission

Gentlemen:

Work was completed July 23, 1971 on Contract No. 7425. The contract was with Ross Bros. Construction, Inc. and was for grading, paving and facilities on the "D" River State Wayside Section in Lincoln County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective September 15, 1971 and that you concur in this procedure at the Commission meeting on October 19, 1971.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Floyd Query
Tom Edwards
A. E. Johnson
V. D. Wolfe
F. D. Morgan
I. D. Merchant
V. E. Skoog
L. H. Young
J. B. Boyd

VG:fw

21-3376

FORM E-1 (REV 10-69) 7425

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: "D" River State Wayside		WEEK ENDING: 21 Aug 71
		SECTION PREFIX: 21-3376
HIGHWAY: - - -		COUNTY: Lincoln
NAME OF JOB: "D" River Building	KIND OF WORK: Grading, Paving & Facilities	
CONTRACTOR: Ross Bros. Const'n. Co.	CONTRACT NUMBER: 7425	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: 12 Jun 70	DATE WORK STARTED: 29 Jun 70	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: none MEN: SUPERVISION:	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
	SPECIFIED COMPLETION DATE: 30 Nov 70	PERCENT OF TIME ELAPSED
PROJECT AUTHORIZATION: $108,827.67	ENGINEERING AUTHORIZATION: $ 9,504.60	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST
EXCLUSIVE OF ENGINEERING: $ 99,323.07		
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 94,531.38	ENGINEERING COST TO DATE: $ 18,485.26	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 5 %	PERCENT OF AUTHORIZATION 194 %	DATE PROJECT WAS COMPLETED: 23 Jul 71

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	1,750	2,240			1,090
TOTAL QUANTITIES CORRECTED TO DATE	2,847	2,402			1,239
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	2,847	2,402			1,239
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	fair			
MONDAY	"			
TUESDAY	"			
WEDNESDAY	"			
THURSDAY	Part cloudy			
FRIDAY	Light rain			
SATURDAY				

Routing: Morgan, Decker, Ward, Walker, Boehne, Johnsen, Pease, Swan, Olsen, Litchfield, Gallagher, Stein

RECEIVED
AUG 23 1971
CONSTRUCTION DIVISION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

15 Aug 71 SUNDAY	
16 MONDAY	
17 TUESDAY	
18 WEDNESDAY	
19 THURSDAY	
20 FRIDAY	
21 Aug 71 SATURDAY	

REMARKS

Semi-final estimate was delivered to the Regional office on Tuesday, 17 Aug 71.

"

"

FINAL WEEKLY REPORT.

SIGNED [signature] LOCATION Newport 97365

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP*F216

RECEIVED
AUG 2 1971
FOR FILING

21-3376
7425

July 28, 1971

#1

Ross Bros. Construction, Inc.
3501 Brooklake Road, N.E.
Salem, Oregon 97303

Gentlemen:

The State Highway Commission at its meeting on July 27 granted your request for a five-month extension of the specified completion date to May 1, 1971, on Contract No. 7425 for work in the "D" River State Wayside in Lincoln County.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

sss

bc: F. D. Morgan
V. H. Skoog
J. B. Boyd
H. H. Patterson

RECEIVED
JUL 20 1971
FOR FILING

21-3376
7425

July 19, 1971

Oregon State Highway Commission

Request for Extension of Time
No. 5
July 27, 1971 meeting

Gentlemen:

Rose Bros. Construction Company, contractor on the "B" River State Wayside grading, paving and building construction project in Lincoln County, Contract No. 7425, has requested a five-month extension of the contract time based on five Extra Work Orders and two Price Agreements. This project was awarded June 12, 1970, with a specified completion date of November 30, 1970.

Several change orders were added covering a basic change in grades on the parking area, changes in the seawall, and an additional irrigation system. The new building could not be used until clearance was obtained to activate the City's new sewer line on April 1, 1971. Little progress could be made during the winter season after the November 30 specified completion date.

I recommend a five-month extension of the specified completion date to May 1, 1971. The project has been under a stop work order since April 25, 1971, awaiting final top lift paving but is in use by the public.

This matter will be on the agenda for your consideration at the July 21 meeting.

Very truly yours,

R. L. Porter
State Highway Engineer

cc Floyd Query
Tom Edwards
A. E. Johnson
Victor D. Wolfe
F. D. Morgan
V. E. Skoog
L. H. Young
J. B. Boyd

JAB:fw fn

OREGON STATE HIGHWAY COMMISSION

Engineer's Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7425 Contractor Ross Bros. Construction, Inc.

Highway - - - -

Section "D" River State Wayside

Kind of Work Grading, Paving & Facilities

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED**. The reasons for such recommendation are as follows:

Recommend 5-month extension to May 1, 1971 because of added Extra Work Orders and Price Agreements.

Recommended for Approval:

Division Engineer

Construction Engineer or Bridge Engineer

State Highway Engineer

Contract No.	7425
Project designation	State (State-Federal)
Date awarded	June 12, 1970
Work started	June 29, 1970
Per cent completed	94% 6-8-71 (Date)
Time Allowed	
No. of Workdays Allowed	11-30-71
No. of Workdays Used	
Time	
No. of Added Workdays Requested	4-26-71

E-320 (Rev.)—SM—8-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request

for

Increase in [redacted] 'SPECIFIED COMPLETION DATE

to

Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date May 4, 19 71

Gentlemen:

We, the undersigned, respectfully request an increase in the specified completion date from 11-30-70 to 4-26-71[redacted], within which to complete our Contract No. 7923, without the assessment of liquidated damages. The said contract is described as follows:

'D' River State Wayside, Lincoln County, Oregon.

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: There were several extra work orders which delayed the actual construction until the paving and top soil work items were caught by winter weather. The bad weather conditions hindered operations and caused many delays. See Extra Work Orders Nos. 1, 2, 3, 4, 5, Price Agreements No. 2 and 3, and Force Account Forms for Extra Work performed. Also see our letter of 8-28-70. We still require about 3 work days to complete the paving.

Respectfully submitted,

ROSS BROS. CONSTRUCTION, INC.
Contractor

By G. G. Lundmark - Vice-pres

CONSENT OF SURETY Bond No. 842967

Date May 5, 19 71

We, General Insurance Company of America, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Paige S. Cougan, Attorney-in-fact
Attorney-in-fact

CURRY-KROPP-CATES, INC. (SEAL)

Paige S. Cougan
Resident Agent

FORM E-20

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 14, 1971

RECEIVED
JUL 16
OFFICE OF
STATE HIGHWAY E

SUBJECT: "D" River Building
Contract No. 7425
Request for Time Extension

To:

Mr. A. E. Johnson
Assistant State Highway Engineer
BUILDING

Ross Bros. Construction has requested a five-month extension of the contract time on this project, which covered site grading, paving and building. The contractor cites five Extra Work Orders and two Price Agreements. Some pertinent dates are:

Date of award	June 12, 1970
Work started	June 29, 1970
Specified Completion date	November 30, 1970 (Project 77% complete)

April 1, 1971 clearance to connect to new City sewer line.
April 2, 1971 Toilet building opened to public.
April 25, 1971 Stop work order in effect.
Estimated 3 days paving yet to be done.
146 days liquidated damages accrued at $75 per day equals $10,950.

This project has been plagued by changes. A basic change was made in grades on the parking area, two Extra Work Order changes were made on the sea wall, and an interruption of the work while the changes were considered. Then, the new building could not be used until clearance was obtained to activate the City's new sewer line. The contractor's progress on some items was also very poor. Topsoiling and paving work were not prosecuted when they could have been.

Were it not for our own changes, I would favor assessing some liquidated damages against the contractor, but by one field analysis, our changes affected 31 workdays, which in the perspective of the late season specified completion would put the last work into adverse winter weather in a high rainfall area, so it becomes unreasonable to assess liquidated damages.

We therefore recommend that five months extension be granted to a new specified completion date of May 1, 1971. Since the stop work order was in

NOTED
A. E. JOHNSON

effect four days prior to that date, it gives us the four-day cushion to complete the paving.

This was a State project. A rough draft letter to the Highway Commission is attached.

F. D. Morgan
Construction Engineer

By John A. Bond
John A. Bond
Construction Administration Engineer

JAB:fw

Enc.

cc V. L. Gallagher

FORM S-30

Routing 21-3376 E

Morgan | Passo
Docker | Swan
RECEIVED | Glenn
JUN 17 1971 | Litchfield
CONSTRUCTION DIVISION | Gallagher
Johnson | Stein

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 11, 1971

SUBJECT: Time Extension Request
"D" River Wayside
Contract 7425

To: F. D. Morgan
CONSTRUCTION ENGINEER

Attached is the contractor's (Ross Bros. Const. Inc.) formal request for a time extension from the specified November 30, 1970 completion date to April 26, 1971, the date when a suspension of work became effective. They are also asking for another three days after that for completion of the paving, the only remaining work.

H. H. Patterson, in his attached analysis, has recommended an extension to April 1, 1971, the date when the sewer hookup finally became possible. The only other date between April 1 and April 26 when constructive work was done was April 5; the balance of the time we were simply trying to out-wait Don Morris, the surfacing subcontractor, for more topsoil. The weather was not good and we finally placed the topsoil under a subsequent contract. With this in mind, Patterson's recommendation actually becomes April 26.

There is another method of analysis that comes to essentially the same conclusion. The building was complete other than adjustment of the doors and connection of the sewer on November 23, 1970. The only other remaining work at the specified November 30 completion date was placement of an electrical conduit on a price agreement, paving and related work, and topsoil. Because of weather, work was only performed on these items on the following days:

Work Item	Dates	Chargeable Days
Electrical	Dec. 4	1
Doors	Dec. 16	1
Paving & Related Work	Dec. 10 (1/4)*, 11, 15 (1/2)*, 17	9
	Jan. 4,5,6,7,8,** 18,21	
Topsoil	Jan. 20,25,28,29	17
	Feb. 1,5,12,13,22,24,25	
	Mar. 2,8,9,24,25	
	Apr. 5,13**	
Sewer Hookup	Apr. 1	1
Stop Work Order	Apr. 26	

29

*Less than 1/2 day worked because of weather
**Work was attempted but nothing constructive was possible because of weather

There were numerous changes on this project. Patterson's analysis is that 28 days were involved in extra work of price agreements. There is still one to be negotiated on the earthwork item. It would not be proper to simply give the contractor 28 days in December as the weather at that time of the year is not commensurate for the base rock paving and topsoil items that had to be done at the end of the project. The subcontractor worked on these items on days that he shouldn't have. Because of this, I do not believe that he should be charged for the entire 29 days in the above tabulation. The topsoil item in particular should be prorated on a 50% basis. This would make 20 days chargeable against the 28 that Patterson can justify. I would recommend eight days more than April 26 or an effective May 4 completion date.

However, since the project is on a suspension of work order, these eight days would effectively remain when it is lifted. I would recommend an extension to May 4 with the Resident Engineer being allowed to handle the eight days by letter.

R. D. Asburry
REGIONAL ENGINEER

by

Gerald Wimer
REGIONAL CONSTRUCTION ENGINEER

GWW/jc

Attach.

cc: H. H. Patterson

21-3376

FORM E-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Newport 97365
8 Jun 71

To:

SUBJECT: Request for Time Extension
"D" River State Wayside
Contract No. 7425

Gerald Wimer
Regional Construction Engineer
S A L E M

Attached are six copies of the contractor's request (form E-320) for a time extension on the subject project. The job has been under a stop-work order since April 26, 1971.

The contractor cites extra work as having caused the delay in completion of the work. A study of the records indicates that a total of 120 man-hours was incurred on 13 separate dates involving Extra Work Orders (force accounts). Even though most of these involved considerably less than the whole days time, I recommend the entire 13 days be allowed, recognizing that some time was required outside the actual working time in order to make necessary arrangements for men and equipment, etc.; I believe the 13 days recommended includes ample time for this. 13

In addition to the force accounts the contractor cites PA #2, which covers additional bid items occasioned by the grade change and resultant change in the drainage pattern. Research shows 128 man-hours worked on 15 separate dates involved in this work; these are different dates than the days involved in the force-account work. As cited above in connection with the Extra Work Orders I recommend the entire 15 days be allowed though only part of the day's' work was actually involved. 15

Reference is also made to PA #3, which directs that the A/C pavement be placed in two lifts rather than the single lift specified in the contract. The base lift is in place, but the wearing course remains to be placed, requiring an estimated three days later this summer depending on weather and other factors. Since placing of the pavement as specified in the contract would have taken at least as long as did the base lift, I recommend no additional time be allowed for this item, other than the anticipated three days when work is resumed later this year. 3

Contributing more than anything else to the delay in completion of the

Gerald Wimer 8 Jun 71

contract was the contractor's (subcontractor's) lack of prosecution of the work, particularly the topsoil and paving items. He passed up lots of good weather to work elsewhere and got caught by foul weather on this job due to his own folly.

The 28 days above listed are all that can reasonably be allowed for extra work on this project. There was, however, another contributing factor which prevented completion of the plumbing portion of the contract. The City of Lincoln City would not allow the contractor to complete his hook-up to the sewer line until April 1, 1971, pending City's acceptance of their contractor's work on installation of the sewer main under a City contract. I must therefor recommend that the contract time be increased to cover this date (April 1, 1971) without assessment of liquidated damages.

Your concurrence is solicited.

H. H. Patterson

H. H. Patterson
Resident Engineer

21-3376 C

RECEIVED
JUL 24 1970
FOR FILING

21-3376
7425

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 23, 1970

To: Warren Gaskill
ASST. STATE PARKS SUPERINTENDENT

SUBJECT: Public Use
"D" River Wayside
Contract 7425

H. H. Patterson has arranged for an undisturbed 150' x 150' area in the northeast portion of this beach access to be made available to public use this weekend. The balance is in such a stage of grading and withouth rock that the public should not be allowed use.

By the following weekend the entire north half should be available. At least 1/2 will be made available each weekend thereafter

R. D. Asburry
REGIONAL ENGINEER

by

Gerald W. Wimer
ASST. REGIONAL ENGINEER

GWW/sr

cc: E. S. Hunter
F. D. Morgan
H. H. Patterson

NOTED
LLOYD P. SHAW

RECEIVED
JUL 24 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 17 1970
FOR FILING

21-3376

7425

June 15, 1970

Ross Bros. Construction, Inc.
3501 Brooklake Road, N.E.
Salem, Oregon 97303

Gentlemen:

The State Highway Commission on June 12, 1970, awarded to you State Highway Contract No. 7425 for grading, paving and facilities in the "D" River State Wayside on the Oregon Coast Highway in Lincoln County.

This award was based on your bid of $94,546, which was the low bid submitted to the Commission on June 5 for this project.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Reed, Assistant Secretary

fhm
cc Frank Morgan
D. J. Barbee
I. D. Merchant
Parks Div.
R. D. Asburry
H. H. Patterson
Wm. Geibel (SAIF)

RECEIVED
MAR 25 1970
FOR FILING
21-3376
7425

March 10, 1970

Mr. Glenn L. Jackson, Chairman
Oregon State Highway Commission
c/o Pacific Power and Light Company
216 West Main Street
Medford, Oregon 97501

Dear Mr. Jackson:

The Governor's Executive Order 01-070-07 would appear to ban any planning or other work such as roads, parks, beach accesses, et cetera, on the Oregon Coast. A copy of the Order is attached.

I assume that this does not apply to park work now under way on the Coast; however, it may be that you would wish to clear this with the Executive Department.

In addition to the above, we have several projects which I believe come under the Governor's Order as follows:

1. Del Rey Beach Access Road

   This project results from an agreement with Clatsop County providing that County-owned lands be transferred to the State in return for construction of the 0.6-mile road.

   The project would "exceed simple modification of an existing facility."

   Clatsop County has affirmed by letter that right-of-way for the road is in possession of the County. The Highway Commission has approved the agreement and the project is scheduled for bids March 19.

2. Fort Stevens State Park, road grading and paving

   This project would provide a two-lane, hard-surface road from Battery Russell to the sand spit north of South Jetty, Columbia River.

It is located in back of the foredune but would "modify the natural environment" in more than a "simple" degree.

The project is scheduled for bids April 23.

3. Agate Beach State Park, grading

This project provides for filling a low-lying piece of ground between old and new Highways 101 at the north limits of the city of Newport.

The grading is scheduled for bids April 23.

It will "modify" the low-lying land and create a dry area for parking and rest rooms. This is probably not "simple".

A building for changing from street clothes to beach wear and also providing rest-room facilities is scheduled for bids June 4 at this location.

4. Tolovana State Park

A rest room facility which would provide an area for changing clothes is scheduled for bids June 4.

This would complete an access facility which is now graded and paved. Possibly this may qualify as "simple modification".

5. D River State Park

A bathhouse which would make the present parking facility more usable is scheduled for bids June 4.

This may be a "simple modification".

We need instructions re these projects.

We are also planning, and in some instances attempting, to acquire properties for beach access in conformance with the instructions that the Commission issued some time ago. Several of these are more or less active at the moment, such as Tierra Del Mar and Roads End. Several others are in the active planning stage. I would appreciate your instruction re this program.

Very truly yours,

Forrest Cooper
State Highway Engineer

CC R. L. Porter
Lloyd P. Shaw

FC:fa
Attach

FORM S-20 SDH 10-68

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 9, 1970

To: Mr. Forrest Cooper
State Highway Engineer

SUBJECT: "...stop planning for or implementing any project that would modify the natural environment of the coast."

Action must be taken at once if we are to halt further progress on the following projects in line with Executive Order No. 01-070-07:

1. Del Rey Beach Access Road -

This project results from an agreement with Clatsop County providing that County-owned lands be transferred to the State in return for construction of the 0.6-mile road.

The project would "exceed simple modification of an existing facility".

Clatsop County has affirmed by letter that right of way for the road is in possession of the County. The Highway Commission has approved the agreement and the project is scheduled for bids March 19.

2. Fort Stevens State Park, road grading and paving -

This project would provide a two-lane, hard-surface road from Battery Russell to the sand spit north of South Jetty, Columbia River.

It is located in back of the foredune but would "modify the natural environment" in more than a "simple" degree.

The project is scheduled for bids April 23.

3. Ag[illegible] Beach State Park, grading -

This project provides for filling a low-lying piece of ground between old and new Highways 101 at the north limit of the City of Newport.

3. Agate Beach State Park, grading - (Contd.)

The grading is scheduled for bids April 23.

It will "modify" the low-lying land and create a dry area for parking and rest rooms. This is probably not "simple".

A building for changing from street clothes to beach wear and also providing toilet facilities is scheduled for bids June 4 at this location.

4. Tolovana State Park -

A toilet building which would provide clothes-changing facilities is scheduled for bids June 4.

This would complete an access facility which is now graded and paved. Possibly this may qualify as "simple modification".

5. D River State Park -

A bathhouse which would make the present parking facility more usable is scheduled for bids June 4.

This may be a "simple modification".

Please advise me of the action you wish taken in regard to the above five projects.

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw
cc R. L. Porter

23-1119 Brogan-Willow Creek Section, of John Day Hwy., N.W. of Vale 1970
#7426 (Grading & paving)

RECEIVED
JAN 26 1971
FOR FILING

23-1119
1426

January 26, 1971

U. S. Fidelity and Guaranty Co.
340 Central Building
Seattle, Washington 98104

Gentlemen:

On January 21, 1971, we wrote to you concerning release of final payment on Contract No. 7426 awarded to L. W. Vail Company, Inc., for work on the Prospect-Willow Creek Section of the John Day Highway in Malheur County.

Final payment on this contract is $25,975.19 and the total contract amount is $491,993.15 including $7,993.11 for work performed under force account.

Very truly yours,

Floyd Emery, Secretary
OREGON STATE HIGHWAY COMMISSION

Cbm

cc L. W. Vail Co., Inc.
P. O. Box 847
Parma, Washington 99301

Frank Morgan
Ivan Merchant
V. E. Skoog
Attn: John Kerr
H. S. Coulter

RECEIVED
JAN 21 1971
FOR FILING

23-1119
7426

January 20, 1971

Oregon State Highway Commission

Gentlemen:

Work was completed November 11, 1970 on Contract No. 7426. The contract was with L. W. Vail, Inc. and was for grading and paving on the Dregon-Willow Creek Section of the John Day Highway in Malheur County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective January 20, 1971 and that you concur in this procedure at the Commission meeting on February 16, 1971.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

R. L. Forster
State Highway Engineer

cc: Floyd Query
Tom Edwards
A. E. Johnson
Victor D. Wolfe
F. D. Morgan
I. D. Merchant
V. E. Skoog
L. H. Young
H. S. Coulter

VG:fw

23-1119
7426

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Brogan - Willow Creek		WEEK ENDING: December 12, 1970
		SECTION PREFIX: 23-1119-900
HIGHWAY: John Day		COUNTY: Malheur
NAME OF JOB: Brogan - Willow Creek	KIND OF WORK: Grading and Paving	
CONTRACTOR: L. W. Vail Co., Inc.	CONTRACT NUMBER: 7426	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: June 12, 1970	DATE WORK STARTED: July 6, 1970	ESTIMATED COMPLETION DATE: November 12, 1970
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 135	CALENDAR DAYS USED 134
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 99
PROJECT AUTHORIZATION: $ 611,730.95	ENGINEERING AUTHORIZATION $ 48,507.30	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
EXCLUSIVE OF ENGINEERING: $ 563,223.65	This week 2,441.09	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 92
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 514,236.00	ENGINEERING COST TO DATE $ 49,735.39	DATE PROJECT WAS COMPLETED: 11/11/70
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 8 %	PERCENT OF AUTHORIZATION 103 %	Semi-final was submitted 12/8/70

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100 %		100 %	100 %	100 %	100 %		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	8.45				8.45
MILES PARTIALLY COMPLETED	0				0
MILES COMPLETED	0				0
TOTAL ESTIMATED QUANTITIES (CONTRACT)	72,000 CuYd	40,000 Ton			32,800 Ton
TOTAL QUANTITIES CORRECTED TO DATE	54,510 Cu Yd	35,088 Ton			32,474 Ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	54,510 CuYd	35,088 Ton			32,474 Ton
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

DEC 1 1970

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

This will be the final weekly report on this project.

The Semi-final Estimate, along with supporting data was taken to Region Office on Tuesday, December 8, 1970 .

SIGNED P. E. Summitt LOCATION Ontario

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP°F216

RECEIVED
JUN 17 1970
FOR FILING

23-1119
7426

June 15, 1970

L. W. Vail Co., Inc.
P.O. Box 847
Pasco, Washington 99301

Gentlemen:

The State Highway Commission on June 12, 1970, awarded to you State Highway Contract No. 7426 for grading and paving the Brogan-Willow Creek Section of the John Day Highway in Malheur County.

This award was based on your bid of $524,920 which was the low bid submitted to the Commission on June 5, 1970, for this project.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
G. W. Head, Assistant Secretary

fkm
cc Frank Morgan
D. J. Barbee
I. D. Merchant
H. S. Coulter
P. F. Burnett
Wm. Geibel (SAIF)

24-3332 Detroit Lake State Park Section 1970
on N. Santiam Hwy., E. of Salem
#7427 (Ext. overnight camping area)

RECEIVED
JUL 19 1971
FOR FILING

24-3332

7427

July 19, 1971

General Insurance Co. of America
1500 S. W. 1st
Portland, Oregon 97201

Gentlemen:

On June 4, 1971, we wrote to you concerning release of final payment on Contract No. 7427 awarded to Rees Bros. Construction, Inc., for an extension in the overnight camping area in Detroit Lake State Park, Marion County.

Final payment on this contract is $1,000 and the total contract amount is $161,739.48. No work was performed under force account.

Very truly yours,

Lloyd Cherry, Secretary
OREGON STATE HIGHWAY COMMISSION

flm

cc Rees Bros. Construction, Inc.
3931 Brooklake Road, N.E.
Salem, Oregon 97303

Frank Morgan
Ivan Merchant
V. E. Snoog
Attn: John Herr
J. B. Boyd

RECEIVED
JUN 4 - 1971
FOR FILING

24-3332
7427

June 3, 1971

Oregon State Highway Commission

Gentlemen:

Work was completed December 29, 1970 on Contract No. 7427. The contract was with Rees Bros. Construction, Inc. and was for an extension of overnight camping area on the Detroit Lake State Park Section in Marion County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective June 3, 1971 and that you concur in this procedure at the Commission meeting on June 22, 1971.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Floyd Query
Tom Edwards
A. E. Johnson
V. P. Wolfe
F. D. Morgan
I. D. Merchant
V. E. Skoog
L. H. Young
R. D. Asburry

VG:fw

FOR FILING

SAHLSTROM, STARR & VINSON
ATTORNEYS AT LAW
140 SOUTH PARK
EUGENE, OREGON 97401

TELEPHONE
345-0193

E. B. SAHLSTROM
J. MICHAEL STARR
DAVID A. VINSON
LAWRENCE F. COOLEY

7421

February 22, 1971

Floyd Query, Secretary
Oregon State Highway Commission
Highway Building
Salem, Oregon 97310

Re: Charles J. Thompson vs. Darr L. Mennis
Mechanic's Lien - O.S.H.D. Contract 7427
(Ross Bros. Construction, Inc.)

Dear Mr. Query:

Our clients, Ross Bros. Construction, Inc., specifically deny any liability whatsoever to Charles J. Thompson. If Charles J. Thompson is, in fact, unpaid, which we have no knowledge of, he should process his claim directly with Darr L. Mennis, the subcontractor in this case.

It is obvious from previous correspondence that Darr L. Mennis has been totally paid and, in fact, paid in excess of his claim in this case. We are aware that Charles J. Thompson has received the sum of $500.00 on this account from Darr L. Mennis. This is the only detail that we have been furnished in this case. If Thompson does have a claim, what is his claim? What days was the cat, in fact, worked and for what hours? If we had this information we could, of course, check this with the job supervisor. Obviously the purported lien that has been filed in this case is not valid.

Very truly yours,

SAHLSTROM, STARR & VINSON

E. B. Sahlstrom

EBS:mjr

cc/ J. Christopher Minor
Attorney at Law
156 W. Olive
Newport, Oregon

Richard E. O'Connor
Ross Bros. Construction, Inc.
3501 Brooklake Road, N. E.
Salem, Oregon

NOTED
FLOYD QUERY

RECEIVED
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

RECEIVED
FEB 26 1971

Please note on card. L.H.

Claim 4580

FILED
FEB 16 1971
CLAY MYERS
SECRETARY OF STATE

NOTED ON CARD
2-23-71
RL

OREGON STATE HIGHWAY DIVISION

24-3332
7427

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

February 12, 1971

Neal & Minor
Attorneys at Law
156 W. Olive Street
Newport, Oregon 97365

Gentlemen:

This is to acknowledge receipt of your letters of February 8 addressed to the Secretary of State and to this Division with attached notice of claim of Charles J. Thompson.

This claim appears to be in reference to the Ross Bros. Construction, Inc., Contract No. 7427 for an extension of an overnight camping area in Detroit Lake State Park in Marion County.

The claim states that Ross Bros. Construction, Inc., owes him for labor and materials including a 450 Dozer Cat and operator furnished for 64.5 hours and a 450 Dozer Cat without operator furnished for 36 hours.

The General Insurance Company of America furnished the performance bond on this contract. We will advise them of the receipt of this claim, and we will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

RECEIVED
FEB 16 1971
STATE HIGHWAY COMMISSION

cc General Insurance Co. of America
Ross Bros. Construction, Inc.

Commission
Hon. Clay Myers - Please acknowledge receipt of attached claim on the enclosed copy of this letter.

NOTED
C. W. HEAD

NOTICE OF CLAIM

TO: THE STATE OF OREGON, ACTING BY AND THROUGH ITS HIGHWAY DIVISION

NOTICE is hereby given that the undersigned, Charles J. Thompson, has a claim for labor and materials furnished in the extension of the overnight camping area at Detroit Lake State Park, said labor and materials including a 450 Dozer Cat and operator furnished for 64.5 hours and a 450 Dozer Cat without operator furnished for 36 hours, said claim being against the bond taken from Ross Bros. Construction, Inc., as principal, and General Insurance Company of America, as surety, said extension of the overnight camping area of the said Detroit Lake State Park being provided pursuant to contract No. 7427 dated June 12, 1970 by and between Ross Bros. Construction, Inc. and the State of Oregon, by and through its State Highway Commission.

RECEIVED
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
FEB 9 - 1971

FILE

SAHLSTROM & STARR
ATTORNEYS AT LAW
140 SOUTH PARK
EUGENE, OREGON 97401

TELEPHONE
345-0193

E. B. SAHLSTROM
J. MICHAEL STARR
DAVID A. VINSON
LAWRENCE F. COOLEY

24-3332
7427

January 21, 1971

D. L. (Darr) Mennis
P. O. Box 353
Idanha, Oregon 97350

Re: Extension Overnight Camp Facilities
Detroit Lake State Park
Marion County, Oregon
O.S.H.D. Contract No. 7427

Dear Mr. Mennis:

On behalf of our client, Ross Bros. Construction Co. we are hereby making demand on you for the additional sum of $888.13, which represents the amount owed to North Santiam Sand and Gravel Co. for work performed on the above project. On January 7, 1971, we previously made demand on you for the sum of $7,660.29.

Unless the total sum of $8,548.42 is paid within ten (10) days from this date, appropriate legal action will be commenced against you.

Very truly yours,

SAHLSTROM, STARR & VINSON

E. B. Sahlstrom

EBS:mjr

cc/ State Highway Department

NOTED
FLOYD QUERY

NOTED
C. W. HEAD

RECEIVED
STATE HIGHWAY COMMISSION

24-3332
7427

FORM E-1 (REV. 12-66)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Detroit Lake State Park		WEEK ENDING: January 9, 1971
		SECTION PREFIX: 24 - 3332
HIGHWAY:		COUNTY: Marion

NAME OF JOB: Detroit Lake State Park

KIND OF WORK: Extension Overnight Camp Area

CONTRACTOR: Ross Bros. Construction, Inc.

CONTRACT NUMBER: 7427

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: June 12, 1970

DATE WORK STARTED: July 2, 1970

ESTIMATED COMPLETION DATE: December 29, 1970

AVERAGE FORCE ON PROJECT FOR THE WEEK:
MEN: 0 SUPERVISION:

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS:

CALENDAR DAYS USED:

SPECIFIED COMPLETION DATE: December 31, 1970

PERCENT OF TIME ELAPSED: 100

PROJECT AUTHORIZATION: $ 191,605.59

EXCLUSIVE OF ENGINEERING: $ 176,412.20

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 167,650.00

ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 5 %

ENGINEERING AUTHORIZATION: $ 15,193.39

ENGINEERING COST TO DATE: $ 15,950.00

PERCENT OF AUTHORIZATION 105 %

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

DATE PROJECT WAS COMPLETED: December 29, 1970

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE. MAT'L. PROD.			100
100	100	100					

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.50	0.50			0.50
MILES PARTIALLY COMPLETED	0.50	0.50			0.50
MILES COMPLETED	0.50	0.50			0.50
TOTAL ESTIMATED QUANTITIES (CONTRACT)	Lump Sum	2,600 CuYd.			1,650 Ton
TOTAL QUANTITIES CORRECTED TO DATE	Lump Sum	2,600 CuYd.			1,650 Ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	100 %	2,600 CuYd.			1,650 Ton
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

NONE

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Fair			
MONDAY	Fair			
TUESDAY	Fair			
WEDNESDAY	Cloudy			
THURSDAY	Showers			
FRIDAY	Rain			
SATURDAY	Rain			

Routing
Morgan
Decker
Bond
Walker
Boehme
Johnsen
Peese
Swan
Glenn
Litchfield
Gallagher
Stein

RECEIVED
JAN 11 1971
CONSTRUCTION DIVISION

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Work on the project was completed December 29, 1970. We will submit the semi - final estimate next week.

FINAL REPORT

SIGNED Arthur Duffy LOCATION Salem

Arthur Duffy

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP°F816

RECEIVED
JAN 25 1971
FOR FILING

SAHLSTROM & STARR
ATTORNEYS AT LAW
140 SOUTH PARK
EUGENE, OREGON 97401

TELEPHONE
345-0193

E. B. SAHLSTROM
J. MICHAEL STARR
DAVID A. VINSON
LAWRENCE F. COOLEY

54-3332
7427

January 7, 1971

D. L. (Darr) Mennis
P. O. Box 353
Idanha, Oregon 97350

Re: Extension Overnight Camp Facilities
Detroit Lake State Park
Marion County, Oregon
O.S.H.D. Contract No. 7427

Dear Mr. Mennis:

On behalf of our client, Ross Bros. Construction Co., demand is hereby made for payment of the sum of $7,660.29 to Ross Bros. in connection with the above captioned contract. The balance due and owing by you in the sum of $7,660.29 has been computed as follows:

Payments made to you and third persons and owing to third parties to complete your contract	$ 22,040.29
Use of Ross Bros. Equipment	900.00
Penalty - 62 days @$60.00 per day	3,720.00
	$ 26,660.29
Less contract price	19,000.00
Balance due	$ 7,660.29

Unless said sum of $7,660.29 is paid within ten days from this date, appropriate legal action will be commenced against you.

Yours very truly

SAHLSTROM, STARR & VINSON

E. B. Sahlstrom

bcs
cc: State Highway Department

NOTED
FLOYD OUERY

RECEIVED
JAN 3 1971
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

RECEIVED
NOV 18 1970

Claim 4555

FILED
NOV - 5 1970
CLAY MYERS
SECRETARY OF STATE

RECEIVED
Nov 5 9 23 AM '70
SECRETARY OF STATE

OREGON STATE HIGHWAY DEPARTMENT

24-3332
7427

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

November 4, 1970

J. Christopher Minor
Attorney at Law
156 N. Olive St.
Newport, Oregon 97365

NOTED ON CARD
11-17-70
RL

Dear Sir:

This is to acknowledge receipt of your letter of October 20, 1970, and attached claim on behalf of Charles W. Thompson, which states that Darr L. Mennis owes him for equipment rental in the amount of $691 plus costs.

From the description given in your letter and the information on the claim, this appears to be in reference to the Ross Bros. Construction, Inc., Contract No. 7427, for work in Detroit Lake State Park in Marion County.

The General Insurance Company of America, 520 S. W. 6th, Portland, Oregon 97204, furnished the performance bond on this contract. We will advise them of the receipt of this claim, and we will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

Very truly yours,

ORIGINAL SIGNED
FLOYD QUERY

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cc General Insurance Co. of America
Ross Bros. Construction, Inc.

bc Hon. Clay Myers - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

NOTED
C. W. HEAD

FORM No. 184—MECHANIC'S LIEN—By Contractor Except Original Contractor.

SC-1

KNOW ALL MEN BY THESE PRESENTS: The undersigned, hereinafter called the claimant, has performed labor and furnished materials under a contract between claimant and Darr L. Mennis *who was the* ☐ *original contractor,* ☒ *subcontractor or* ☐ *other person (indicate which) having charge of the construction of that certain improvement known as* ..... *situated upon certain land in the County of*....., *State of Oregon, described as follows:*

Addition to Detroit Lake State Park at or near the Linn-Marion County Line.

Said improvement is also known as ..... *in the*
No. *Street*

City of....., *Oregon.*

Said labor and materials were furnished to be used and were used in constructing said improvement and were furnished at the instance and request of the original contractor, subcontractor or other person named above who was the agent of the owner of said described land and said improvement, the person by whom claimant was employed and to whom said materials were furnished; at all times herein mentioned, the said owner had knowledge of the construction of said improvement and consented thereto; on the date hereof ..... The State of Oregon *is the owner or reputed owner of said land and improvement.*

The contract price and reasonable value of said labor and materials furnished by claimant for use and used in said construction was and is $1,191.00 *and there is now due and owing claimant for the said materials so furnished and the labor performed, after deducting all just credits and offsets, the sum of* $ 691.00 .

The following is a true statement of claimant's demand after the deductions mentioned above, to-wit:

Mr. Darr L. Mennis

In Account with the Undersigned Claimant

	Dr.	Cr.
450 Dozer Cat & Operator, 64.5 hours at $14.00 per hour	$ 903 00	$
450 Dozer Cat without operator, 36 hours at $8.00 per hour	288 00	
Payment on Account		500 00
Costs: Preparation of Lien Notice	5 00	
Balance Due Claimant:	696 00	

Claimant claims a lien for the amount last stated upon the said improvement and upon the land upon which said improvement is situated, together with such space about the same as may be required for the convenient use and occupation thereof, to be determined by the court at the time of the foreclosure of this lien.

The time in which claimant has to file this claim of lien for recording with the county clerk of the county in which said improvement is situated has not expired; forty-five days have not elapsed (indicate which)

☐ *after* ....., *19*....., *the date on which said construction was completed.*

☐ *after* ....., *19*....., *the date on which claimant ceased to labor on and furnish labor and materials for said construction.*

☒ The date on which said construction was completed, inasmuch as said construction has not yet been completed.

In construing this instrument, the masculine pronoun means and includes the feminine and the neuter and the singular includes the plural, as the circumstances may require.

the County of ..... , State of Oregon, described as follows:

Addition to Detroit Lake State Park at or near the Linn-Marion County Line.

Said improvement is also known as ..... in the
No. *Street*

City of ....., Oregon.

Said labor and materials were furnished to be used and were used in constructing said improvement and were furnished at the instance and request of the original contractor, subcontractor or other person named above who was the agent of the owner of said described land and said improvement, the person by whom claimant was employed and to whom said materials were furnished; at all times herein mentioned, the said owner had knowledge of the construction of said improvement and consented thereto; on the date hereof

..... The State of Oregon ..... is the owner or reputed owner of said land and improvement.

The contract price and reasonable value of said labor and materials furnished by claimant for use and used in said construction was and is $1,191.00 *and there is now due and owing claimant for the said materials so furnished and the labor performed, after deducting all just credits and offsets, the sum of* $ 691.00 .

The following is a true statement of claimant's demand after the deductions mentioned above, to-wit:

Mr. Darr L. Mennis

In Account with the Undersigned Claimant

		Dr.		Cr.	
		$		$	
	450 Dozer Cat & Operator, 64.5 hours at $14.00 per hour	903	00		
	450 Dozer Cat without operator, 36 hours at $8.00 per hour	288	00		
	Payment on Account			500	00
	Costs: Preparation of Lien Notice	5	00		
	Balance Due Claimant:	696	00		

Claimant claims a lien for the amount last stated upon the said improvement and upon the land upon which said improvement is situated, together with such space about the same as may be required for the convenient use and occupation thereof, to be determined by the court at the time of the foreclosure of this lien.

The time in which claimant has to file this claim of lien for recording with the county clerk of the county in which said improvement is situated has not expired; forty-five days have not elapsed (indicate which)

☐ *after ....., 19....., the date on which said construction was completed.*

☐ *after ....., 19....., the date on which claimant ceased to labor on and furnish labor and materials for said construction.*

☒ The date on which said construction was completed, inasmuch as said construction has not yet been completed.

In construing this instrument, the masculine pronoun means and includes the feminine and the neuter and the singular includes the plural, as the circumstances may require.

Dated this 20th *day of* October, *19* 70

Charles J. Hemyer

Claimant

Note: If claimant is an original contractor, use S-N Form No. 123.

RECEIVED
JUN 17 1970
FOR FILING

24-3332
7427

June 15, 1970

Ross Bros. Construction, Inc.
3501 Brooklake Road, N.E.
Salem, Oregon 97303

Gentlemen:

The State Highway Commission on June 12, 1970, awarded to you State Highway Contract No. 7427 for an extension of an overnight camping area in Detroit Lake State Park on the North Santiam Highway in Marion County.

This award was based on your bid of $168,315.50 which was the low bid submitted to the Commission on June 5 for this project.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Assistant Secretary

fhm
cc Frank Morgan
D. J. Barbee
I. D. Merchant
Parks Div.
R. D. Asburry
Arthur Duffy
Wm. Geibel (SAIF)

1-3311 Farewell Bend State Park, on Huntington Hwy., N. of Ontario 1970
#7428 (Overnight camp area)

THE ARROW COMPANY

MECHANICAL CONTRACTORS · SALES · SERVICE

PLUMBING · HEATING · REFRIGERATION · AIR CONDITIONING · APPLIANCES · FIXTURES

files

P.O. BOX 219 PHONE 889-5318

ONTARIO, OREGON

April 29, 1971.

Oregon State Highway Dep!t.
State Highway Bldg.
Salem, Oregon 97310

Attention: Mr. Floyd Query

Re: Farewell Bend State Park, Baker County, Ctr. #7428, Mr. J. Seiwald, General Ctr.

Dear Sir:

Mr. Seiwald's account with us for mechanical work on the above named project as of 2/2/71 remains at an adjusted ballance of $4,189.12. In as much as this is approximately 1/3 of our entire contract amount we are justly concerned.

Mr. Seiwald has told us that this was the amount of the penalty that was assessed and we have been told since, from your office in Ontario, that the penalty has been lifted as per reasons and affidavits submitted.

If the final payment has been made in full to Mr. Seiwald for the above named project would you please notify us? If not could you advise how we may collect before the release of his bond?

5-4
Mr. Judson
Final payment was mailed to Contractor April 8. A Post final payment for $4200 was mailed April 30.
Floyd Query
Secty

Sincerely,

THE ARROW PLUMBING CO.
J.G. Judson
J.G. Judson-Pres.
P.O. Box 219
Ontario, Oregon 97914

RECEIVED
MAY 3 - 1971
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
APR 14 1971
FOR FILING

I-3311

7428

April 13, 1971

United Pacific Insurance Co.
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

A post-final payment for $4,200 will be made to James A. Seivald on Contract No. 7428 for an overnight camp area in Farewell Bend State Park in Baker County as soon as the warrant is prepared.

The total amount paid on this contract will be $143,377.69 including the post-final payment. No force account work was performed on this contract.

Very truly yours,

Floyd Avery, Secretary
OREGON STATE HIGHWAY COMMISSION

fhm
cc James A. Seivald
186 Hollow Stump Road
North Bend, Oregon 97459

Frank Morgan
Ivan Merchant
V. E. Skoog
Attn: John Kerr
H. S. Coulter

RECEIVED
APR 26 1971

FOR FILING

1-3311
7428

April 1, 1971

Mr. James A. Seimald
186 Hollow Stump Road
North Bend, Oregon 97459

Dear Mr. Seimald:

The State Highway Commission at its meeting on March 30, 1971, granted your request for an extension of the completion date on Contract No. 7428 for work in Farewell Bend State Park in Baker County to January 11, 1971, without assessment of liquidated damages.

Very truly yours,

Floyd Omary, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
bc F. D. Morgan
I. D. Merchant
V. E. Skoog
H. S. Coulter
Curtis Duval

RECEIVED
MAR 25 1971
FOR FILING

1 3311
7428

March 25, 1971

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

On March 22, 1971, we wrote to you concerning release of final payment on Contract No. 7428 awarded to James A. Seimald for an overnight camp area in Farewell Bend State Park in Baker County.

Final payment on this contract is $6,539.63 and the total contract amount is $139,177.69. No work was performed under force account.

Very truly yours,

Floyd Omary, Secretary
OREGON STATE HIGHWAY COMMISSION

kl

cc Mr. James A. Seimald
106 Hollow Stump Road
North Bend, Oregon 97459

bc Frank Morgan
Ivan Merchant
E. S. Coulter
V. E. Skoog
Attn: John Herr

RECEIVED
MAR 22 1971
FOR FILING
1-3311
7428

March 19, 1971

Oregon State Highway Commission

Gentlemen:

Work was completed January 11, 1971 on Contract No. 7428. The contract was with James A. Seiwald and was for an overnight camp area on the Farewell Bend State Park in Baker County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective March 19, 1970 and that you concur in this procedure at the Commission meeting on March 30, 1971.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Floyd Query
Tom Edwards
A. E. Johnson
Victor D. Wolfe
F. D. Morgan
I. D. Merchant
V. E. Skoog
L. H. Young
H. S. Coulter

VG:fw

RECEIVED
MAR 16 1971
FOR
1-3311
1424

March 16, 1971

Oregon State Highway Commission

Request for Extension of Time
No. 4
March 30, 1971 meeting

Gentlemen:

James A. Seiwald, contractor for the construction of the Farewell Bend State Park overnight camp area in Baker County, Contract /428, has requested that the completion date for the work be advanced from the specified date of November 30, 1970, to the actual completion date of January 11, 1971, without the assessment of liquidated damages.

Extra work ordered and plan changes delayed the contractor's construction operations.

I recommend the completion date be advanced to January 11, 1971, without the assessment of liquidated damages. This waives all liquidated damages.

This matter will be on the agenda for your consideration at the March 30 meeting.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Floyd Query
Tom Edwards
A. E. Johnson
V. D. Wolfe — V. E. Skoog
Ivan D. Merchant — L. H. Young
F. D. Morgan — H. S. Coulter

CAG:ag sr

B-300 (Rev.)—634—8-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date January 11, 1971

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 115 days to 157 days, within which to complete our Contract No. 7428, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Respectfully submitted,

James A. Seiwald
Contractor

By James A. Seiwald

CONSENT OF SURETY

Date January 11, 1971

We, United Pacific Insurance Company

, as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays [illegible] hereby agree to remain fully bound as surety in all respects as if the number of work[illegible] stipulated in the original agreement.

C. [illegible]
Attorney-in-fact

MASBURG-EASTBURN INSURANCE AGENCY

[illegible]
Resident Agent

OREGON STATE HIGHWAY COMMISSION

RECEIVED
FEB 3 1971
BRIDGE DIV SECT

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7428 Contractor James L. Seiwald

Highway

Section Farewell Bend State Park

Kind of Work Overnight Camp Area

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED**. The reasons for such recommendation are as follows:

Recommend increase be GRANTED.

Delays in construction due to moisture delivery and extra work beyond control of the contractor. See attached letter.

Additional time involved due to plan changes and extra work orders.

Recommended for Approval:

L. V. Rheinhardt
Regional Construction Division Engineer

Ivan V. Muchaud
Construction Engineer or Bridge Engineer

R. E. Johnson
State Highway Engineer

Contract No. 7428

Project designation State (State-Federal)

Date awarded July 31, 1970

Work started August 10, 1970

Per cent completed 100% 1-11-71 (Date)

Completion date
~~No. of Workdays Allowed~~ Nov. 30, 1970

actual completion
~~No. of Workdays Used~~ Jan. 11, 1971

Completion date requested
~~No. of Added Workdays Requested~~ 1-11-71

1-3-11 7428

FORM E-1 (REV 12-66)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Farewell Bend State Park		WEEK ENDING: December 17, 1970
		SECTION PREFIX: 1-3311
HIGHWAY: Old Oregon Trail		COUNTY: Baker
NAME OF JOB: Farewell Bend State Park	KIND OF WORK: Overnight Camp Area	
CONTRACTOR: James A. Seiwald	CONTRACT NUMBER: 7428	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: July 31, 1970	DATE WORK STARTED: August 10, 1970	ESTIMATED COMPLETION DATE: November 30, 1970
AVERAGE FORCE ON PROJECT FOR THE WEEK MEN ____ SUPERVISION 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
	SPECIFIED COMPLETION DATE: December 30, 1970	PERCENT OF TIME ELAPSED: 116%
PROJECT AUTHORIZATION: $ 148,563.04	ENGINEERING AUTHORIZATION: $ 11,780.33	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 99%
EXCLUSIVE OF ENGINEERING: $ 136,782.71	This week: 403.48	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 98%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 136,782.71	ENGINEERING COST TO DATE: $ 9,873.00	
ESTIMATED PERCENT OVERRUN / UNDERRUN: 0 %	PERCENT OF AUTHORIZATION: 84 %	DATE PROJECT WAS COMPLETED: 1-11-71

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L PROD		
100%	100%	100%	100%	100%			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 13	Overcast-cold			
MONDAY 14	Snow			
TUESDAY 15	Snow			
WEDNESDAY 16	Overcast-cold			
THURSDAY	Clear- cold			
FRIDAY	Overcast-cold			
SATURDAY				

Routing

Morgan

Becker

Bond

Walker

Boehme

Johnsen

RECEIVED
DEC 28 1970
BRIDGE DIVISION
CONSTRUCTION DIVISION

Lusk

Olson

Glenn

Litchfield

Gallagher

Stein

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 13	No activity entire week.
MONDAY 14	
TUESDAY 15	
WEDNESDA 16	
THURSDAY 17	
FRIDAY 18	
SATURDAY 19	

REMARKS

Status of work:

Project complete except for installation of laundry room sink and hot water storage tank. Laundry sink is in plumbers shop and storage tank is expected to arrive early next week.

Projected should be completed next week.

SIGNED Curtis H. Doval LOCATION Ontario

Curtis H. Doval Resident Bridge Engineer

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

FORM S-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

NOTED
A. SHIRLEY

APR 26 1971

La Grande, Oregon
December 7, 1970

NOTED
R. HECTOR

1-3311
14.6

To:

SUBJECT: Farewell Bend State Park
Contract 7428

NOTED
C. O. FREDRICKSON

MEMO TO THE FILE:

I stopped by the Farewell Bend State Park that is being constructed, recently, and made a brief inspection of the installation. The following are some items that I saw that did not appear quite right to me.

This camp has constructed some 53 stalls that are laid out for a trailer type installation, however the faucets included are the self-closing type which do not permit connection of a hose normally used for pickup campers or small camp trailers. If an outside self-closing faucet is necessary it is suggested that a "T" be installed on future contracts and provide one faucet with a hose bibb and one self-closing type.

I was disappointed that there were no trailer type sewage connections and that in a modern overnight camp it would appear prudent to provide for campers using sewage type facilities. It would even be more appropriate to have the dry wells located close to the faucets so that small camper type drain hoses might just be put into the dry wells.

The interior grille as shown on drawing 22955 has a crimped edge that does not lay flat with the wall surface. As I remember it, it also has only four connectors instead of the six shown in the standard drawing. Since this utility building is designed to be heated, it would appear that some method of closing these grilles should be provided so that heat can be retained in the building.

Utility shelves appear to be fastened with normal bolts with hexagon heads. Here it appears that a vandal-proof type fastener would be advantageous.

The screen on the sink cabinet in the laundry room extends almost to the floor. This will make mopping or cleaning under this somewhat awkward. It would seem that perhaps a locked front on this might be provided with a toe space, giving some locked storage for supplies or materials in the area under this sink.

I was disappointed to discover that the specifications and special provisions did not call for the grading and preparation of stove and table sites at each of the camp sites. I would hope that future contracts would include this in the design. The logical time to do leveling, smoothing and contouring would seem to be when the contractor is working in the area and not to have him do part of the work of leveling with the balance to be done later by some other forces.

4-26-71
Talbot - Lockell
Pls. put these suggestions into effect immediately.
ESB cc Coulter

Copy to Talbot
4-26-71

NOTED
E. S. BOWER

Memo to the file: December 7, 1970

The shelved utilities as detailed on drawing 22950 cannot be installed adjacent to the walls as shown on drawing 22946 because of the plumbing and utility lines fastened to this wall. It is my opinion that brackets could be mounted on the wall surface and shelving placed thereon to provide adequate storage, saving considerable cost in the construction of shelves by utilizing unusable backs and end pieces of questionable use, particularly since the shelf units cannot be mounted in place.

H. S. Coulter
Regional Engineer

HSC:dj

cc: I. D. Merchant
D. G. Talbot
Darald Walker
C. H. Duval

RECEIVED
APR 23 1971
OFFICE OF
STATE HIGHWAY ENGINEER

DEC 8 - 1970
REC'D D.V. OFFICE
LA GRANDE

NOTED
R. HECTOR

La Grande, Oregon
November 25, 1970

NOTED
A. SHIRLEY

Farewell Bend Contract

Mr. C. R. Leavitt, Supervisor
Field Operations
Salem, Oregon

For your information. Monday November 23, 1970 I looked over the contract at Farewell Bend Park and found several items which should be corrected on future contracts.

The faucets on all trailer hookups are self closing type without a hose bib. 53 total number of faucets. This is in the contract as such.

The sumps under these faucets are gravel but have a wood frame in place of concrete tile - 18" frame made of 2"x4" cedar.

The Utility Building has been designed for heat to all rooms from forced warm air heating system. This is fine, but each room has a number of wall vents with no way to close off during cold weather.

I also found nearly every camp site will need fill material put in and when done all waste water units will need raised. The paving has been completed, but I feel some of this is a very poor job where starts and stops were made. Some of this was done on cold days and looks as if it was to cold to tie into existing paving from previous days.

I also believe on the road radius at the trailer disposal site for sewerage dumping we are going to have a drainage problem on days of a heavy rain. I believe we will have a pond standing at times.

This is only my opinion, but I believe some of this should be checked on for future contracts.

Darald L. Walker
District Parks Supervisor

DLW:mp

NOTED
C. O. FREDRICKSON

NARRATIVE REPORT

Farewell Bend State Park
Overnight Camp Area
Baker County
Contract No. 7428

The contract for construction of an overnight camp area at Farewell Bend State Park was awarded to James A. Seiwald, July 31, 1970. The work consisted of site development and construction of the following; water, electrical and sewer systems, one utility building, one registration building and 53 camp site facilities. The contractor commenced work on this project August 10, 1970.

A preconstruction conference was held at the project, August 11,1970. Those attending were as follows; Mr. Seiwald, contractor, Messrs. C. O. Fredrickson, John Hollingsworth, Darald Walker, Roy Lesmeister, Mike Gardner and Curtis Duval, Oregon State Highway Division. Additional work and plan changes were discussed and the contractor was instructed to make the following changes:

1. Construct a 5,000 gallon septic tank at the trailer sanitary station in lieu of the 2,000 gallon septic tank. (P.A. No. 4)
2. Change door in registration building to open out instead of in and place a metal threshold in this door. (P.A. No. 1)
3. Place Y branch in the trailer sanitary station sewer line in anticipation of future construction. (P.A. No.3).
4. Lengthen curb around the registration building so camp trailers and pickup campers could not hit the building fasia and gutters. Place concrete footing under utility building screen walls for better bearing capacity. (Bid Item No. 20, Extra Concrete)

Under Work To Be Done of the Contract Special Provisions, the contractor was required to furnish and place camp site markers and concrete guard logs. The remainder of the plans and specifications for this contract were silent on these two items. The contractor anticipated placing guard logs fabricated locally, but these did not meet the configuration nor size of the guard log shown on our standard drawing. The contractor was instructed to furnish the standard guard logs and camp site marker posts. Price Agreement No. 6 was written to cover the difference in cost of the concrete guard logs. The contractor furnished the standard camp site marker posts at no additional cost to the state.

During construction of the electrical system, it was found that the 3 - # 4/0 Type TW wires, as shown on sheet No. 6 of the contract drawings, would not carry the amperage required by the contract Special Provisions. 500 MCM Type THHN wire was installed from the transformer to the building panel. This type of wire was used because of the conduit size which had previously been installed. (Price Agreement No. 5)

Price Agreement No. 2 was written to document the contractors approved request to substitute 4-inch transit sewer pipe for 4-inch concrete sewer pipe.

Work started on the utility and registration buildings, August 10,1970. Work continued through the month of August on buildings and the 7,00 gallon septic tank. The contractor started grading the roads and camp site areas the last part of August. Work continued on the buildings, sewer, electrical and water systems during the month of September. The grading of roads and camp sites along with the installation of water, sewer and electrical lines in the grading areas, was completed the end of September. The subcontractor for placing aggregate subbase started this work the first of October. The material was obtained from the Porter Flat Pit (Pit Run). This work continued until October 22. The subcontractor evidently had no previous experience placing material for the state. This caused numerous problems in placing the aggregate subbase and 3/4"-0 aggregate base. This delayed the placing of the asphaltic concrete. The 3/4"-0 material was obtained from Gibbons and Reed Construction Company, contractor on the Weatherby-Lime section of I-80N. The subcontractor finished placing the 3/4"-0 aggregate base material, November 3, 1970. It was decided, due to temperature, time of year and other factors, to eliminate the prime coat.

The paving subcontractor started paving operations on November 4, 1970. Paving conditions were not ideal due to cool temperatures, previous rains causing soft subgrade and sandy aggregate subbase which offered no resistance to the paving machine and truck weights. With the combination of soft subgrade and sandy base, the paving machine settled as much as 6 inches, consequently these low areas had to be filled in by hand, producing a rough looking finished pavement.

A smaller roller (5 ton) was substituted in place of a large (10 ton) roller, due to the afore mentioned conditions. Because of this substitution, four (4) compaction tests did not achieve the 92% requirement and the contractor was assessed a penalty of $121.40. (P.A. No.7)

Work continued on all phases of the project during the month on November. After paving was completed, the contractor hired the Ontario Asphalt crew to dress up the road shoulders, grade around the utility building and clean up the project in general. At the specified completion date of November 30, 1970 the contractor had completed all portions of the work with exception of minor clean up of the project site, installing master-keyed dead bolt lock sets for the exterior doors, installing plumbing fixtures which arrived on the project over the weekend and the hot water storage tank and laundry room sink, which had not been shipped. The plumbing fixtures were ordered the last part of September, two days after the plumbing fixture -

catalogues were returned to the contractor by the state. The contractor submitted same the last part of August.

The master-keyed dead bolt lock sets were ordered by Mr. Harald Walker, District Parks Supervisor, shortly after the preconstruction conference, August 11, 1970 and they did not arrive on the project until after November 30, 1970, at which time the contractor removed hasps, which had been furnished by the Parks and Recreation Department and installed by the contractor, reworked the lock sets so they could be locked and unlocked (one lock still does not work properly) and installed the lock sets. It is my understanding that this standard procedure on projects which have these locks.

Listed below are some items I believe should be changed or incorporated in future contracts:

Utility building - More of an option to size of the laundry room sink. Some sizes are hard to obtain at times.

Extend building foundation under the screen walls for additional bearing capacity.

Relocate hose bibbs in shower rooms. The hose bibbs placed in the showers present a dangerous object protruding from the wall in their present location. The hose bibb in the laundry room should be extended to the front of the sink counter to provide easier access.

Registration building - Place a better grade of floor tile. Place a mop board along the bottom of interior walls. Designate the size of down spouts.

Revise curb detail drawing showing the tangent sections extended approximately 1½ feet at each end to provide more clearance between building and vehicles.

Miscellaneous - Specify either heart redwood or treated timber posts throughout project. Do not allow an option on part of the posts.

Give more detail for cover on six inch C. I. pipe cover at the trailer sanitary station. The cover is not a standard plumbing as a four inch pipe cover is.

Design roadway and parking stall base to support paving equipment while under construction. The base should be designed to support this equipment under any conditions the contractor would be allowed to place asphaltic concrete.

During construction of this project, the existing access road was widened and paved at the request of the Parks and Recreation Department.

Attached is a copy of a meno to the file written by Mr. H. S. Coulter, Regional Engineer. The memo contains several suggestions and recommendations which should be considered.

Signed by Norman Olsen

Curtis H. Duval
Resident Bridge Engineer

AUG 3 - 1970
FOR FILING

I-3311
7428

July 31, 1970

Mr. James A. Seivald
186 Hollow Stump Road, N.
North Bend, Oregon 97459

Dear Mr. Seivald:

The State Highway Commission today awarded to you State Highway Contract No. 7428 in the amount of $130,792.55 for an overnight camp area in Farewell Bend State Park on the Huntington Highway in Baker County.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Floyd Quaey, Secretary
OREGON STATE HIGHWAY COMMISSION

cr

bc: F. D. Morgan
D. J. Barbee
I. D. Merchant
David Talbot
H. S. Coulter
Curtis Duval
William Geibel (SAIF)

303-1718 Estacada (Currin St.) Section 1970
(Grading & paving)
#7429

C9.A3 910

Date ~~May 12, 1971~~ March 11, 1971

OREGON STATE HIGHWAY DEPARTMENT

ITEMIZED STATEMENT OF COSTS
SPECIAL CITY ALLOTMENT PROJECT

Program Year 1970

Contract # 7429 Prefix 303-1718 Survey Prefix 303-1451

Street Currin

City Estacada

Payments to Contractor (see attached voucher)	$ 16,365.55
Engineering and Contingencies	1,849.32
Survey: Total $ 1,023.91 Prorated Share	---
TOTAL	$ 18,214.87
Agreed State Share	18,214.87
Agreed City Share	---
City Advance Deposit	---

Reference: Outside Billing None

OHN:mm

RU

...ON STATE HIGHWAY DEPARTMENT

...NTRACT PAYMENT VOUCHER

(REV. 6-63)

COUNTY	CONTRACT NO.	ESTIMATE NO.
CLACKAMAS	7429	4 Post

HIGHWAY	FEDERAL AID PROJECT NO.
CITY STREET	

SECTION: ESTACADA /CURRIN ST/

ITEMS		UNITS	UNIT PRICE	QUANTITY TO DATE
9N GENERAL EXCAVATION		LUMP SUM	2100.0000	100.000
9N COARSE AGGREGATE BASE	17-1/2 IN THICK	SQ YDS	2.6800	1,381.270
9N COARSE AGGREGATE BASE	9-1/2 IN THICK	SQ YDS	1.4500	1,304.760
9N 3/4IN-0 AGGREGATE BASE	2 INCHES THICK	SQ YDS	.3700	2,686.030
9N CLASS B ASPHALT CONCRETE	3-1/2 IN THICK	SQ YDS	1.8800	2,686.030
9N 8-INCH SEWER PIPE		LIN FT	4.0000	77.000
9N CONCRETE INLETS TYPE G-1		ONLY	158.0000	5.000
9N ASPHALT STREET	CONNECTIONS	ONLY	135.0000	2.000
FORCE ACCOUNT ITEMS				
9N MISC DRAINAGE ADJUSTMENT				

	TOTAL CONTRACT ITEMS
	% RETAINED ON CONTRACT ITEMS
	FORCE ACCOUNT
	TOTAL PAYMENTS

11 16 70 PG. C1 7429

VOUCHER NO. 17147

AW/jsCP

AUDITOR W. J. Scofield

	CONTRACT NO.	ESTIMATE NO.	PREFIX NO'S.
	7429	4 Post	Final
	FEDERAL AID PROJECT NO.		303 1718 201(41) 1,260.28 Dr.
N ST/			

UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
UMP SUM	2100.0000	100.000	2100.00	2100.00	
YDS	2.6800	1,381.270	3701.80	3701.80	
YDS	1.4500	1,304.760	1891.90	1891.90	
YDS	.3700	2,686.030	993.83	993.83	
YDS	1.8800	2,686.030	5049.74	5049.74	
IN FT	4.0000	77.000	308.00	308.00	
NLY	158.0000	5.000	790.00	790.00	
NLY	135.0000	2.000	270.00	270.00	
			1260.28		1260.28

TOTAL CONTRACT ITEMS	15105.27	15105.27	
% RETAINED ON CONTRACT ITEMS			
FORCE ACCOUNT	1260.28		1260.28
TOTAL PAYMENTS	16,365.55	15,105.27	1,260.28

DEC 4 1970
FOR FILING

363-1718
7429

December 2, 1970

General Insurance Co. of America
520 S. W. 6th
Portland, Oregon 97204

Gentlemen:

A post-final payment for $1,260.26 will be made to Parker-Northwest Construction Company on Contract No. 7429 for work on Currin Street in Batemede in Clackamas County as soon as the warrant is prepared.

The total amount paid on this contract will be $16,365.55 including the post-final payment. Of the total $1,260.26 is for forest assessment.

Very truly yours,

Floyd Emery, Secretary
OREGON STATE HIGHWAY COMMISSION

fhm

cc Parker-Northwest Construction Co.
P. O. Box 149
Oregon City, Oregon 97045

Frank Morgan
Ivan Merchant
V. L. Skoog
Attn: John Kerr
L. W. Bullen

OREGON STATE HIGHWAY DEPARTMENT 11/17/70 PROGRESS ESTIMAT

SECTION ESTACADA /CURRIN S
COUNTY LACKAMAS
AWARDED 07
A) 40 CWD
HIGHWAY CITY STREET
SPECIFIED COMPLETION B)
EXTENSION
C)
TYPE WORK GRADING AND PAVING
CONTRACTOR PARKER-NORTHWEST CONSTR CO
PORTLAND 97213

ITEM NO.	ITEM NAME / UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION QUANTITY	ORIGINAL AUTHORIZATION AMOUNT	CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT
001	GENERAL EXCAVATION LUMP SUM	21000000	100000	210000	100000	210000
002	COARSE AGGREGATE BASE 17-1/2 IN THICKSQ YDS	26600	1200000	321600	1381270	370180
003	COARSE AGGREGATE BASE 9-1/2 IN THICK SQ YDS	14500	1500000	217500	1304760	189190
004	3/4IN-0 AGGREGATE BASE 2 INCHES THICK SQ YDS	3700	2700000	99900	2686030	99383
005	CLASS B ASPHALT CONCRETE 3-1/2 IN THICK SQ YDS	18800	2700000	507600	2686030	504974
006	8-INCH SEWER PIPE LIN FT	40000	100000	40000	77000	30800
007	CONCRETE INLETS TYPE G-1 ONLY	1580000	5000	79000	5000	79000
008	ASPHALT STREET CONNECTIONS ONLY	1350000	2000	27000	2000	27000
	TOTALS FOR ORIG. CONTRACT			1502600		1510527
	FORCE ACCOUNTS					
801	MISC DRAINAGE ADJUSTMENT					126028

OGRESS ESTIMATE AND COST REPORT

PAGE NO. 01 FORM E-498 (REV. 5-69)

AWARDED 07 31 70 F.A.P. CONTRACT NO. 7429 WORK DONE TO:

WD

EXTENSION APPROVED A) 32 CWD PREFIX 303 1718

ESTIMATED DATE

HWEST CONSTR CO USED B) ESTIMATE NO. 004 OF COMPLETION

97213 C) POST FINAL

RRECTED ESTIMATE		PERFORMED TO DATE 09/15/70		TO COMPLETE 09/15/70		GROUP PORN	NEW TOTAL TO DATE	
ANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT		QUANTITY	AMOUNT
100000	210000	100000	210000			9N		
1381270	370180	1381270	370180			9N		
1304760	189190	1304760	189190			9N		
2686030	99383	2686030	99383			9N		
2686030	504974	2686030	504974			9N		
77000	30800	77000	30800			9N		
9000	79000	5000	79000			9N		
2000	27000	2000	27000			9N		
	1510527		1510527					
	126028		126028			9N		

OREGON STATE HIGHWAY DEPARTMENT 11/17/70 PROGRESS ESTIMAT

SECTION ESTACADA /CURRIN ST. COUNTY CLACKAMAS AWARDED 07

HIGHWAY CITY STREET A) 40 CWD

SPECIFIED COMPLETION B) EXTENSION

C)

TYPE WORK GRADING AND PAVING CONTRACTOR PARKER-NORTHWEST CONSTR CO
PORTLAND 97213

ITEM NO.	ITEM NAME / UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION QUANTITY	ORIGINAL AUTHORIZATION AMOUNT	CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT
	* TOTAL PAY COSTS			1502600		1636555
	ADD. ANTICIP. ITEMS					
94001	FLAGGING			15000		
98999	CONTINGENCIES			68292		
99999	ENGINEERING			151760		162609
	GRAND TOTALS			1737652		1799164

RESIDENT ENGINEER DATE

OGRESS ESTIMATE AND COST REPORT

PAGE NO. 02 FORM E-498 (REV. 5-69)

AWARDED 07 31 70 F.A.P. CONTRACT NO. 7429 WORK DONE TO:

ND

EXTENSION APPROVED PREFIX 303 1718

A) 32 CWD

HWEST CONSTR CO USED B) ESTIMATE NO. 004 ESTIMATED DATE

97213 C) POST FINAL OF COMPLETION:

RRECTED ESTIMATE		PERFORMED TO DATE 09/15/70		TO COMPLETE 09/15/70		GROUP POR N	NEW TOTAL TO DATE	
ANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT		QUANTITY	AMOUNT
	1636555		1636555					
						9N		
	162609		160991		1618			
	1799164		1797546		1618			

E DIVISION ENGINEER

NOV 2 - 1970
FOR FILING
303-1718
7429

October 30, 1970

General Insurance Co. of America
520 S. W. 6th
Portland, Oregon 97204

Gentlemen:

On October 23, 1970, we wrote to you concerning release of final payment on Contract No. 7429 awarded to Parker-Northwest Construction Company for work on Currin Street in Estacada in Clackamas County.

Final payment on this contract is $751.30 and the total contract amount is $15,105.27. No work was performed under force account.

Very truly yours,

Floyd Usery, Secretary
OREGON STATE HIGHWAY COMMISSION

fhm

cc Parker-Northwest Construction Co.
P. O. Box 149
Oregon City, Oregon 97045

Frank Morgan
Ivan Merchant
V. E. Skoog
Attn: John Kerr
L. W. Hallen

ENGR. ☑ COOR. ☐ GE ☐ AE ☑ UE
☑ UPE ☑ CE ☐ P[illegible] ☐ RPE ☐

October 22, 1970

Mr. Richard O. Miller
Administrator - Recorder
P. O. Box 247
Estacada, Oregon 97023

Dear Mr. Miller:

Herewith is a letter and a sheet of Regulations and Requirements similar to those sent to all incorporated cities in Oregon with less than 5,000 population. About the middle of January each year, these letters are sent to invite cities to apply for street improvement that they think will qualify for need.

Estacada will receive these again in January; however, the regulations will show that your city will not be eligible for a project in 1971 because it had a 1970 project.

The State does not get involved in the methods the cities use to finance a project where there are charges for non-participating items, such as concrete curbs, walks, and driveways or an excess cost over the $25,000 State maximum share. If the requested street improvement gets Commission approval, plans and specification preparation, and to the contract award stage, the city will then be asked to make an advance deposit based on the apparent low contractor's bid. Previous to the bid opening date, the city will be informed of cost estimates.

If we can be of any help, please let us know.

Very truly yours,

H. S. Cox
County and City Engineer

By: Oscar H. Norberg
Oscar H. Norberg
Cities Engineer

OHN:ljt
Encl.

RECEIVED
OCT 28 1970
FOR FILING

303-1718
7429

October 22, 1970

Oregon State Highway Commission

Gentlemen:

Work was completed September 15, 1970 on Contract No. 7429. The contract was with Parker-Northwest Construction Company and was for grading and paving on the Estacada (Currin Street) Section in Clackamas County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective October 23, 1970 and that you concur in this procedure at the Commission meeting on November 24, 1970.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Floyd Query
Tom Edwards
A. E. Johnson
Victor D. Wolfe
F. D. Morgan
I. D. Merchant
V. E. Skoog
L. H. Young
L. W. Rulien

VG:fw

Const 303-1718
7429

FORM E-1 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: ESTACADA (CURRIN STREET)	WEEK ENDING: October 3, 1970	
	SECTION PREFIX: 303-1718	
HIGHWAY: City Street	COUNTY: Clackamas	
NAME OF JOB: Estacada (Currin Street)	KIND OF WORK: Grading and Paving	
CONTRACTOR: Parker-Northwest Construction Co.	CONTRACT NUMBER: 7429	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: July 31, 1970	DATE WORK STARTED: August 12, 1970	COMPLETION DATE: September 15, 1970
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS: - / SPECIFIED CALENDAR DAYS: work 40	WORK DAYS USED: - / CALENDAR DAYS USED: 32
PROJECT AUTHORIZATION: $17,378.52	SPECIFIED COMPLETION DATE: -	PERCENT OF TIME ELAPSED: 80
EXCLUSIVE OF ENGINEERING: $15,858.92	ENGINEERING AUTHORIZATION: $1,517.60	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $15,705.27	ENGINEERING COST TO DATE: $1,400	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT: OVERRUN / UNDERRUN: - %	PERCENT OF AUTHORIZATION: 92.5%	DATE PROJECT WAS COMPLETED: September 15, 1970

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	SURF. PAVE.	MAT'L. PROD.		
	100	100	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.10	0.10			0.10
MILES PARTIALLY COMPLETED	0	0			0
MILES COMPLETED	0	0			0
TOTAL ESTIMATED QUANTITIES (CONTRACT)	100%	2,700 S.Y.			2,700 S.Y.
TOTAL QUANTITIES CORRECTED TO DATE	100%	2,686 S.Y.			2,686 S.Y.
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	100%	2,686 S.Y.			2,686 S.Y.
AVERAGE DAILY QUANTITIES	0	0			0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	0	0			0
NUMBER OF SHIFTS PER DAY	0	0			0
HOURS PER SHIFT	0	0			0

EQUIPMENT USED DURING THE WEEK: None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Fair			
MONDAY	"			
TUESDAY	"			
WEDNESDAY	"			
THURSDAY	"			
FRIDAY	"			
SATURDAY				

Routing ... E
RECEIVED
OCT 5 1970
CONSTRUCTION DIVISION

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	Contract was completed September 15, 1970.
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

The semi-final estimate was submitted to the regional office to-day.
No further weekly reports will be submitted.

SIGNED W J Scofield LOCATION Portland

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP°F216

OFFICERS
DAVID HORNER, Mayor
OLIVE B. MEHL, Treasurer
RICHARD O. MILLER, Administrator
STEPHEN C. KINCAID, Chief of Police
LESLIE KIGGINS, Supt Public Works

City Of Estacada

P. O. BOX 247 PHONE 630-2223
ESTACADA, OREGON 97023

CITY COUNCIL
DOUGLAS CALIFF
DUANE DAY
ROBERT ELLIS
ROBERT MARX
O. F. PATTERSON
ESTHER M. WATTS

September 28, 1970

Mr. W. F. Scofield
Highway Div., Dept. of Trans.
P. O. Box 02157
9200 S. E. McLoughlin Blvd.
Portland, Oregon 97202

Dear Mr. Scofield:

The purpose of this letter is to record acceptance by the City of Estacada of the Currin Street improvement. In addition I wish to convey the City's appreciation. It is a welcome addition.

The City Council expressed the hope that funds would again be available in the future for additional street improvements because of the high quality work that has always resulted from State supervised and funded projects in Estacada.

Very truly yours,

Richard O. Miller

Richard O. Miller
Administrator-Recorder

ROM/cm

RECEIVED
COUNTY & CITY SECTION
OCT 16 1970
ENGR. COOR. OE AE UE
OPE CE RE RPE

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OCT 13 1970
TE UE DES

RECEIVED
AUG 3 - 1970
FOR FILING

303-1718
7429

July 31, 1970

Parker-Northwest Constr. Co.
P. O. Box 13310
Portland, Oregon 97213

Gentlemen:

The State Highway Commission today awarded to you State Highway Contract No. 7429 in the amount of $15,026.00 on the Estacada (Currin Street) Section in Clackamas County.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

er

bc: F. D. Morgan
D. J. Barbee
I. D. Merchant
L. W. Rulien
Willard Scofield
William Geibel (SAIF)

NOTED
H. S. COX

July 23, 1970

Mr. Richard O. Miller
City Administrator
P.O. Box 247
Estacada, Oregon 97023

Dear Mr. Miller:

On July 23, 1970, the Highway Commission opened bids on the 1970 Special City Allotment project on Currin Street in Estacada. The apparent low bid was submitted by Parker Northwest Construction of Oregon City.

The anticipated cost based on the low bid is as follows:

Contractor's bid	$ 15,026.00
Anticipated additional item, flagging (State share)	150.00
Total	$ 15,176.00
14½% engineering and contingencies	2,200.52
TOTAL ANTICIPATED COST	$ 17,376.52

No advance deposit will be required from the City.

Very truly yours,

H. S. Cox
County and City Engineer

By Oscar H. Norbery

Oscar H. Norbery
Cities Engineer

NOTED
H. S. COX

OHN:lat

bc L. H. Young
L. W. Rulien

NOTED
P. B. Announcer

NOTED
DON HARWELL

OFFICERS
DAVID HORNER, Mayor
OLIVE B. MEHL, Treasurer
~~PAUL R. REVIS, Administrator~~
STEPHEN C. KINCAID, Chief of Police
LESLIE KIGGINS, Supt. Public Works

City Of Estacada

ESTACADA, OREGON 97023
P. O. BOX 347 PHONE 630-3128

May 18, 1970

NOTED
H. S. COX

CITY COUNCIL
DOUGLAS CALIFF
DUANE DAY
ROBERT ELLIS
ROBERT MARX
G. F. PATTERSON
ESTHER M. WATTS

Oscar H. Norberg, Field Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Norberg:

Mr. Paul R. Revis terminated employment with the City of Estacada because of health problems. The undersigned replaced Mr. Revis as City Administrator and all correspondence in the future should be so addressed.

At a special meeting of the City Council on 18 May, it was decided to approve the preliminary plan submitted by your office with the following exceptions:

1. Paving at the north end of the project should terminate at the south side of the S. E. 4th St.-Currin St. intersection at the northernmost curb radii as noted on the drawing.

2. We are concerned that there are no catch basins noted at the intersection of S. E. 5th St. and Currin St. If you had planned that the runoff be handled by the catch basins at the south terminus of the project, please disregard this exception. If not, the problem should be considered.

I hope that the delay in response has not caused problems in the scheduled bid opening date.

Sincerely,

Held awaiting Plans to Send to City

Richard O. Miller

Richard O. Miller
City Administrator

ROM/cm
enc. 1

RECEIVED
MAY 20 1970
ENGINEER
COUNTY & CITY DIVISION

NOTED
HAROLD
REYNOLDSON

NOTED
P. B.

Copy to D. J. Barbee
L. W. Rulien
F. E. Terrin

NOTED
R. H. PRANGE

Noted
Oscar H. Norberg

NOTED
MAI C. HOLMES

NOTED
DON HA

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APR 10 1970
FOR FILING

303-1718

11.7429

MISC. CONTRACTS AND AGREEMENTS No. 3910

March 25, 1970

City of Estacada
City Hall
Estacada, Oregon 97023

Attention: Mr. Paul R. Revis
City Recorder

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering improvement of Currin Street from Fourth to Main Streets.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm
Attachment

cc H. S. Cox
(agreement attached)

RECEIVED
MAR 26 1970

303-1718

7429

PREFIX NO. 303-1451

3-30-70

LOCATION PROSPECTUS
ESTACADA (CURRIN STREET) SECTION
CITY STREET - CLACKAMAS COUNTY

HIGHWAY: Currin Street, City of Estacada. Not on Federal-aid or State system.

TERMINI: The northerly terminus is at the intersection of Currin Street and the north line of 4th Street. The southerly terminus is at the intersection of Currin Street and the northerly line of Portland Traction Company right of way.

LENGTH: 900 feet, more or less.

PROGRAM: 1970 Special City Allotment funds.

NARRATIVE: This will be a location survey to prepare plans, specifications and estimates for grading, drainage and paving on existing alignment. The City of Estacada will construct curbs where required. Drainage problems are not anticipated. Soils investigations will be conducted.

NOTED
R. L. PORTER

TYPICAL SECTION: 40-foot curb-to-curb section.

BASE: To be determined during the survey.

MATERIAL: Commercial sources.

AGREEMENTS: Routine negotiations for a Special City Allotment project. Utility adjustments are the City's responsibility.

ADD'L FACILITIES: None.

March 20, 1970
Attachment

L.W. Rulien (3)
Tom Edwards
V.D. Wolfe
F.B. Crandall
E.S Hunter
D.H. Moehring (3)
L.H. Young
R.N. Chase
B.L. Gifford
V.J. Johnson
R.E. Olson
Robert Royer
W.H. Tebeau
F.W. Yarbrough (2)

NOTED
FORREST COOPER

Forrest Cooper
F.B. Klaboe
D. J. Barbee
F.L. Hall
Ivan Merchant (4)
F.D Morgan
J.M. Cartwright (2)
H.S. Cox (2)
W.N. Hackleman
A.D. Olson
Jack Rowland
C.G. Swenson
F.E. Terpin

RECEIVED
MAR 24 1970
OFFICE OF
STATE HIGHWAY ENGINEER

SURVEY PROSRECTUS MAP

SPECIAL CITY ALLOTMENT PROJECT

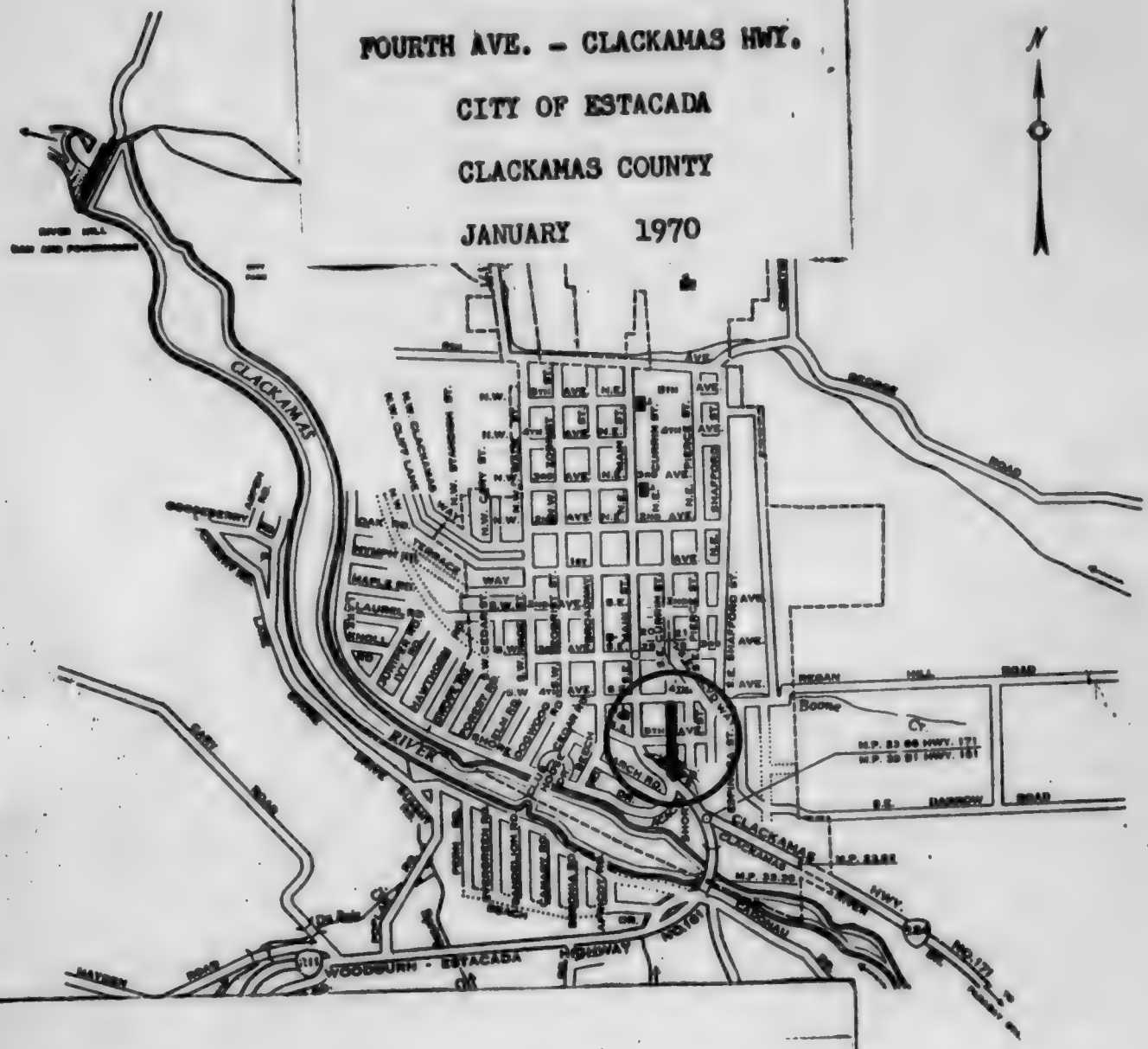
CURRIN STREET

FOURTH AVE. - CLACKAMAS HWY.

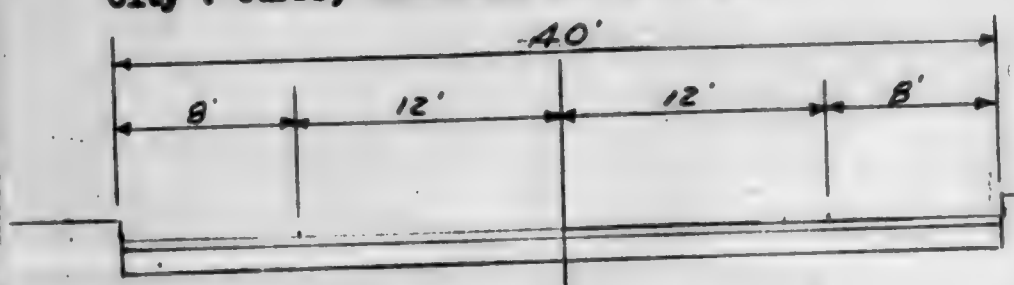
CITY OF ESTACADA

CLACKAMAS COUNTY

JANUARY 1970



State: Curb to curb paving
City : Curbs, Sidewalks and Driveways



TIPICAL SECTION

ESTACADA

CLACKAMAS COUNTY OREGON

OREGON STATE HIGHWAY DEPARTMENT

Population 1,040

Scale in Feet

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

Section S.E. CURRIN STREET Highway City of Estacada County Clackamas Prefix 303-1451

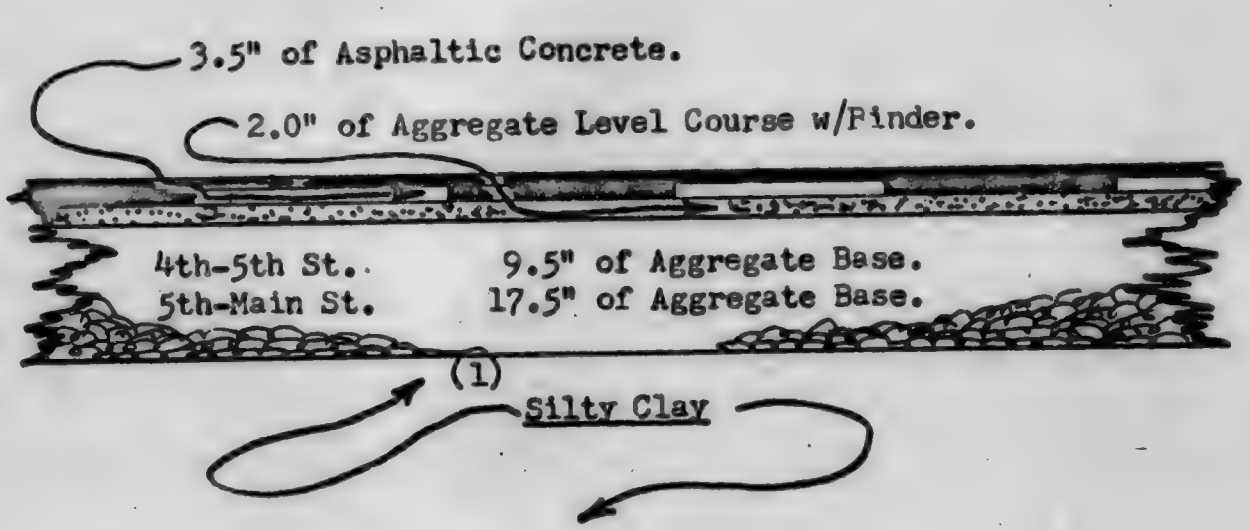
Res. Engr. R. T. Ewen Approx. Length 0.13 Miles. Sta. _____ to Sta. _____ Date 3-17-70

Mean
Truck A.D.T. 4th-5th - 11 / 5th-Main- 125 Traffic Coefficient 5.3 / 8.0 18 kip s.a. per day 1.6 / 49.1.

Annual Precipitation 57"± Frost Penetration - - - - - - -.

(1)
Typical Soil
46 LL
16 PI
100 %P 10
75 %P200
0 %Gravel
5 %C Sand
19 %F Sand
42 %Silt
34 %Clay
6 "R" Value

3-17-70


3.5" of Asphaltic Concrete.
2.0" of Aggregate Level Course w/Pinder.
4th-5th St.. 9.5" of Aggregate Base.
5th-Main St. 17.5" of Aggregate Base.
(1)
Silty Clay

AASHO CLASSIFICATION:
A-7-5 (12)

MATERIAL SOURCES:
To be determined by the Engineer.

	CBE Total Req.	Credit	Actual Thick.	
4th St. - 5th St.				
		7.0	3.5	AC
		2.0	2.0	Level
		9.5	9.5	AB
	18.5	18.5	15.0	
5th St. - Main St.				
		7.0	3.5	AC
		2.0	2.0	Level
		17.5	17.5	AB
	26.5	26.5	23.0	

See Page 2 for remarks.

RECEIVED
MAR 23 1970
ENGINEER
COUNTY & CITY DIVISION

cc:
~~District~~
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Design Engineer
Specifications Engineer
Final Design Engineer
Division Geologist
County - City (2)

Submitted by C. O. Thom
for Staff Assistant

Recommended by John C. Jantzen
Engineer of Materials

Recommended by N. L. Acker
asst Construction Engineer

Approved by J. B. Klebe
Asst. State Highway Engineer

SECTION: S. E. Currin Street

HIGHWAY: City of Estacada

COUNTY: Clackamas

"OTHER ROADS"

Traffic Coefficient	A.C. Wearing Surface	P.M.B.B. or C.T.B.	3/4"-0 Level	Crushed Base	S.S. or L.T.S.	"CBE" Total Requirement	Actual Thickness
7.0-8.0	3.5"	- - -	2.0"	16.0"	- - -	25.0"	21.5"
6.0-7.0	3.0"	- - -	2.0"	13.5"	- - -	21.5"	18.5"
5.0-6.0	2.0"	- - -	2.0"	12.5"	- - -	18.5"	16.5"
Cars Only	2.0"	- - -	2.0"	7.5"	- - -	13.5"	11.5"

Remarks:

The condition of the existing roadway is such that utilization of the existing materials into the proposed "New Work" was not considered feasible.

Should substitutions be made use the "CBE" Total Requirement column to obtain the "Total Thickness Required" and the table below for values:

1.0"	Asphaltic Concrete	=	2.0 "	Crushed Base
1.0"	Plant Mix Bituminous Base	=	1.8 "	Crushed Base
1.0"	Cement Treated Base	=	1.8 "	Crushed Base
1.0"	Oil Mat	=	1.1 "	Crushed Base
1.0"	Stone Subbase (Per Standard Specifications plus Supplementals)	=	0.8 "	Crushed Base
1.0"	Lime Treated Subgrade	=	- - "	Crushed Base

Above factors apply to materials that comply with Standard Specifications, Supplemental Standard Specifications, and Special Provisions.

TRAFFIC ANALYSIS

SECTION: S. E. Currin Street

HIGHWAY: City of Estacada

COUNTY: Clackamas

4th St. - 5th St.

50 Present ADT (1970)

16 Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ONE WAY EWL	AVERAGE ANNUAL EWL
2	5	1.5	8	7	450	3,150
3	3	1.5	5	4	1000	4,000
4	0				1250	- - -
5	0				3180	- - -
6	0				2570	- - -
				11	TOTAL	

TOTAL AVERAGE ANNUAL DESIGN EWL 7,150

TWENTY YEAR EWL 143,000

TRAFFIC COEFFICIENT 5.3

TRAFFIC ANALYSIS

SECTION: S. E. Currin

HIGHWAY: City of Estacada

COUNTY: Clackamas

5th St. - Main St. (Clackamas Highway)

300 Present ADT (1970)

33 Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ONE WAY EWL	AVERAGE ANNUAL EWL
2	20	1.5	30	25	450	11,250
3	40	1.5	60	50	1000	50,000
4	0				1250	- - - - -
5	40	1.5	60	50	3180	159,000
6	0				2570	- - - - -
				125	TOTAL	

TOTAL AVERAGE ANNUAL DESIGN EWL 220,250

TWENTY YEAR EWL 4,405,000

TRAFFIC COEFFICIENT 8.0

SECTION: S. E. Currin

HIGHWAY: City of Estacada

COUNTY: Clackamas

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good x Fair _____ Poor _____
   Remarks: _____
5. Cost Comparisons: See remarks

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: Asphaltic Concrete or Oil
7. Stage Construction: Not applicable
8. Depressed, Surface, or Elevated Design: Surface
9. Conservation of Aggregates: See remarks
10. Stimulation of Competition: See remarks
11. Construction Consideration: See remarks
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: City prefers Asphaltic Concrete
13. Traffic Safety: Not a problem
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction.

CONCLUSION AND REMARKS:

No cost comparison made as this is a short (0.13 mi.) section. Traffic does not warrant the use of C.R.P.C.C.

City: Estacada ✓
County: Clackamas
Division No: I
Population: 1964 998
1969 1160
Previous Projects: 3
Previous Amount: $48,105
Last Project: 1966

Proposed Project-1970: Grade and pave Currin Street from 4th Street to Main Street, 40' wide between existing curbs.

Length of Project 0.13 mile. Base design: 16½" course crushed, 2" level course, 3½" asphaltic concrete.

Estimated Cost:	S.C.A.	City	TOTAL
	$ 25,000	$ 10,000	$ 35,000

Remarks: The existing pavement is badly broken, and repeatedly patched. The street shows wear mostly from logging trucks servicing adjacent and passing through. This street serves as part of a connector to a county road as well as providing for local service.

Recommendation: APPROVAL recommended.

Currin St

4 Th – 5 Th 3½" AC – 2" Lev. Co. 9½" Cr. Rk Base

5 Th – Hwy 3½ Ac – 2" 17½" Cr. Rk Base

S.C.A. Investigation Data

City of _____ Date _____ Div.___
Population: 19__ _____ 19__ _____
Street _____
_____
_____

No. previous projects ___
Last project _____ (year)
Total SCA funds $_____
Funds/capita $_____
Average/capita $_____

EXISTING

Surface now in place: A.C. ____ Oil____ Gravel____ Concrete_____
Surface width: _____ feet, Shoulder-shoulder width: _____ feet
C-C width: _____ feet, R/W width: _____ feet
Remarks: _____
_____
_____
_____
_____

PROPOSED

Surfacing: A.C. _____ Oil _____ Other_____
Pave. width: _____ feet, Shoulder width _____ feet, C-C width: _____ feet
BASE DESIGN: A.C. _____ inches, Leveling _____ inches, Base _____ inches
Lime T.S.G. ___ inches, Blanket ___ inches, P.M.B.B. ___ inches
Length: _____ mile, _____ feet. Type curb: _____
Remarks: _____
_____
_____

ESTIMATE Item	Unit	Gross*	Price	Amount
Temp. protection & direction of traff. ($500-$1,000)	all	all	$ L.S.	$ 500
Clearing & grubbing	all	all	L.S.	800
General excavation	c.y.	2130	1.50	3195
Finishing roadbed & slopes ($1,500)	mile	—	—	—
Trench excavation	c.y.	193	3.00	579
Watering	M-gal.	60	3.00	180
Level material (3/4-0)	c.y.	193	4.25	820
Base material	c.y.	2000	4.00	8000
Asphalt	ton	500	10.00	5000
Binder	all	all	L.S.	400
Concrete inlets GB-2	each	2	150.00	
Culvert pipe 12-inch	lin. ft.	110	3.75	410
Concrete curbs	c.y.	—	—	—
Sew Pipe 15-inch	L.in.Ft.	600	4.25	2550
Conc. Inlets GB-1	Each	3	150.00	450
Adj MH.	Each	1	100.00	100

*Items include 10% allowance

	Total	$ 22848
Perm. signing ($100/intersection)		100
Flagging		
	Total	$ 22948
Engineering & contingencies (20%)		
	Total	$
City's estimated share of survey		27,600
	TOTAL ESTIMATED COST	$

Gen'l. Exc. $3.0 \times \frac{285}{27} \times 40 \times 1.1 = 1150$ C.Y. — Estacada Currin St 4th – Main

3½ / 2 Lev / 17½ Base = 23'

$2.0 \times \frac{300}{27} \times 40 \times 1.1 = 980$ C.Y. — 215 + 20 = 235'

2130 C.Y.

3½ / 2 / 9½ = 15

Trench Exc. — Same — 193 C.Y.

Drainage the Same

Lev. Cs $0.17 \times \frac{535}{27} \times 40 \times 1.43 = 193$ C.Y.

Cr. Base $1.44 \times \frac{235}{27} \times 1.43 \times 40 = 790$

Cr. Base $0.79 \times \frac{300}{27} \times 1.43 = 1255$ — 1985 C.Y. — 2000

water $2180 \times 0.0225 = 60$ M. Gals

Binder $4000 \times 0.1 =$ — 400

A.C. $5.35 \times 93.6 = 500$ Tons

Curbs by City

Adj MH. — 1 only

Mr. Paul R. Revis
City Administrator
City Hall
Estacada, Oregon 97023

December 30, 1969

Dear Mr. Revis:

On December 30, 1969 the Oregon State Highway Commission approved the City's request for a 1970 Special City Allotment project to be constructed from funds authorized by ORS 366.805.

The project was approved on the basis of the attached project description and City map showing, colored in red, the limits of the approved project. Also attached are regulations pertaining to these projects.

You will be contacted in the near future concerning construction details.

Very truly yours,

35,000
25,000
10,

Forrest Cooper
State Highway Engineer

By:
H. S. Cox
County and City Engineer

CSM:ljt
[redacted]

cc: L. W. Emlien

5cA

OFFICERS
DAVID HORNER, Mayor
OLIVE B. MEHL, Treasurer
M. R. COLEMAN, Recorder-Judge
JAMES O. BARDEN, Chief of Police
LESLIE KIGGINS, Supt. Public Works

City Of Estacada

P. O. BOX 267 PHONE 630-3233
ESTACADA, OREGON 97023

CITY COUNCIL
NORMAN E. BURKE
DOUGLAS CALIFF
DUANE DAY
ROBERT MARX
G. F. PATTERSON
ESTHER M. WATTS

NOTED
H. S. COX

October 17, 1969

Oscar

Oregon State Highway Department,
Highway Building,
Salem, Oregon 97310

Attention: Mr. H. S. Cox, County-City Engineer.
Mr. Oscar H. Norberg, Field Engineer.

Gentlemen:

The City Council, at their meeting last evening, reviewed their request for funds under the Special City Allotment Act for the improvement of Currin Street from 4th Avenue to the Clackamas Highway and of 5th Avenue from Main Street to Currin Street. — delete 5th

Their decision is that only Currin Street from 4th Avenue to the Clackamas Highway be included in their request for funds. > 4th only

Should the Highway Commission look with favor on an allotment for the proposed Currin Street project, the City is willing and able to pay all costs of the project in excess of $25,000.00.

Very truly yours,

Paul R Revis

Paul R Revis
City Administrator

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OCT 20 1969
ENGINEER
COUNTY & CITY DIVISION

NOTED
P. & A. Manager

Noted
Oscar H. Norberg

NOTED
DON HARWELL

SCA

OFFICERS
DAVID HORNER, Mayor
CLIVE B. MEHL, Treasurer
M. R. COLEMAN, Recorder-Judge
JAMES G. BARDEN, Chief of Police
LESLIE KIGGINS, Supt. Public Works

City Of Estacada

P. O. BOX 347 PHONE 630-2225
ESTACADA, OREGON 97023

NOTED
H. S. COX

CITY COUNCIL
NORMAN E. BURKE
DOUGLAS CALIFF
DUANE DAY
ROBERT MARX
G. F. PATTERSON
ESTHER M. WATTS

October 8, 1969

Oregon State Highway Department,
Highway Building,
Salem, Oregon 97310.

Attention: Mr. H.S. Cox, County and City Engineer.

Dear Mr. Cox:

As the recently appointed City Administrator for Estacada, I am interested in knowing the status of our request for aid from the annual $250,000.00 Special City Allotment fund.

The streets in question are:

S.E. Currin Street from Highways No. 211-224, a distance of 2 blocks north to S.E. Fourth Avenue; also, S.E. Fifth Avenue, a distance of one block extending from S.E. Currin Street to Main Street and Highways No. 211 and 224.

We have completed all of the curb installation on the above named streets and because of the excessive heavy truck traffic, we are hopeful that we will be granted favorable consideration in the allotment of funds toward the reconditioning of these streets.

It is noted that we have not received an allotment during the last three years, and while we recognize that you do have many applications for an allotment each year, we sincerely request your favorable action at this time.

Very truly yours,

Paul R Revis - New

Paul R Revis
City Administrator

RECEIVED
OCT 10 1969
ENGINEER
COUNTY & CITY DIVISION

NOTED
P. B. Armsmeier

Noted
Oscar H. Norberg

NOTED
DON HARWELL

S.C.A. Investigation Data

City of Estacada Date 5/8/69 Div. I
Population: 1969 1160 / 1964 998
Street Currin St. from 4th St. to Main St.

No. previous projects 3
Last project 1966 (year)
Total SCA funds $ 48,105
Funds/capita $ ____
Average/capita $ ____

EXISTING

Surface now in place: A.C. X Oil ____ Gravel ____ Concrete ____
Surface width: ____ feet, Shoulder-shoulder width: ____ feet
C-C width: 40 feet, R/W width: 66 feet
Remarks: The existing surface is 40' wide C-C
for the 5 blocks from 4th St. to Main St. Curbs
will be set on these 5 blocks & on the 2 cross streets.
Since there will be no work in this zone - it seems that
Currin St. can not

PROPOSED

Surfacing: A.C. ____ Oil ____ Other ____
Pave. width: ____ feet, Shoulder width ____ feet, C-C width: ____ feet
BASE DESIGN: A.C. 3½ inches, Leveling 2 inches, Base 16½ inches
Lime T.S.G. ___ inches, Blanket ___ inches, P.M.B.B. ___ inches
Length: 0.13 mile, 690 feet. Type curb: Type A by City
Remarks: It is proposed that all of Currin St. from 4th St. to Main St.
be paved. Const. Main St. to ____ was ____
The curbs ____ Const. ____ St. to ____ was ____
CA ____

ESTIMATE Item	Unit	Gross*	Price	Amount
Temp. protection & direction of traff. ($500-$1,000)	all	all	$ L.S.	$ 500.00
Clearing & grubbing	all	all	L.S.	500.00
General excavation	c.y.	[illegible]	1.50	4720.00
Finishing roadbed & slopes ($1,500)	mile	—		
Trench excavation	c.y.	183	3.00	549.00
Watering	M-gal.	68	3.00	204.00
[illegible] (3/4-0)	c.y.	270	4.25	1148.00
[illegible]	c.y.	2200	4.00	8800.00
[illegible]	ton	700	10.00	7000.00
[illegible]	all	all	L.S.	570.00
[illegible]	each	4	150.00	600.00
[illegible]	lin. ft.	110	3.75	413.00
[illegible]	c.y.	60		
[illegible]	[illegible]	693	4.25	2945.00
[illegible]	[illegible]	200	5.25	
[illegible]	Each	3	150.00	450.00
[illegible]	Each	1	100.00	100.00
			Total	$ 28529.00
Perm. signing ($100/intersection)				100
Flagging				100
			Total	$ 28729.00
Engineering & contingencies (20%)				5746.00
			Total	$ 34475
City's estimated share of survey				300
			TOTAL ESTIMATED COST	$ 34,775

$35,000

looking S. on Currin St.

S. to End of Currin St. 4th

S.C.A. Investigation Data

City of Estacada Date 5/8/69 Div. I
Population: 1969 1160 / 1964 998
Street Cottrell St. from 4th St. to Main St.

No. previous projects 3
Last project 1966 (year)
Total SCA funds $ 48,105
Funds/capita $ 4.5
Average/capita $ 3.1

EXISTING

Surface now in place: A.C. X Oil ___ Gravel ___ Concrete ___
Surface width: ___ feet, Shoulder-shoulder width: ___ feet
C-C width: 40 feet, R/W width: 60 feet
Remarks: The exist'g St. has a septic [illegible] C-C
The exist'g Storm Sewer is adequate. The one Streets will [illegible]
will be replaced when Cottrell St. is one way streets.
Since there will be no curbs used in the town - it seems that
Cottrell St. could [illegible]

PROPOSED

Surfacing: A.C. ___ Oil ___ Other ___
Pave. width: ___ feet, Shoulder width ___ feet, C-C width: ___ feet
BASE DESIGN: A.C. 5½ inches, Leveling 2 inches, Base 16½ inches
Lime T.S.G. ___ inches, Blanket ___ inches, P.M.B.B. ___ inches
Length: 0.13 mile, 690 feet. Type curb: Type I to city
Remarks: It is proposed that the Storm Sewer be [illegible]
The exist'g [illegible] Const. [illegible] St. [illegible]
[illegible]

ESTIMATE Item	Unit	Gross*	Price	Amount
Temp. protection & direction of traff. ($500-$1,000)	all	all	$ L.S.	$ 500.00
Clearing & grubbing	all	all	L.S.	500.00
General excavation	c.y.	[illegible]	15.00	4725.00
Finishing roadbed & slopes ($1,500)	mile	—		
Trench excavation	c.y.	[illegible]	3.00	372.00
Watering	M-gal.	68	3.00	204.00
Level material (3/4-0)	c.y.	270	4.25	1148.00
	c.y.	2200	4.00	8800.00
	ton	700	10.00	7000.00
	all	all	L.S.	575.00
	each	4	150.00	600.00
	lin. ft.	[illegible]	3.75	412.50
	c.y.	60		
	[illegible]	693	4.25	2945.00
	[illegible]	[illegible]	5.25	
	Farm	3	150.00	450.00
	Footing	1	100.00	100.00
			Total	$ 28529.00
			erm. signing ($100/intersection)	100
			lagging	100
			Total	$ 28729.00
			ngineering & contingencies (20%)	5746.00
			Total	$ 34475
			ty's estimated share of survey	300
			TOTAL ESTIMATED COST	$ 34,775

Looking N. on Cottrell St.

At Clackamas Ave.

$35,000

S.C.A. Investigation Data

City of Estacada Date 5/8/69 Div. I
Population: 1969 1160 / 1964 998
Street Currin St. from 4th St. to Main St.

No. previous projects 3
Last project 1966 (year)
Total SCA funds $ 48,105
Funds/capita $ [illegible]
Average/capita $ [illegible]

EXISTING

Surface now in place: A.C. X Oil ___ Gravel ___ Concrete ___
Surface width: ___ feet, Shoulder-shoulder width: ___ feet
C-C width: 40 feet, R/W width: 60 feet
Remarks: The C-C [illegible] 40' Wide C-C
The existing Storm Sewer is [illegible] the streets were built
in 1964 [illegible] one way streets.
Since there will be no more work in this area - to serve this
Currin St. Contract [illegible]

PROPOSED

Surfacing: A.C. ___ Oil ___ Other ___
Pave. width: ___ feet, Shoulder width ___ feet, C-C width: ___ feet
BASE DESIGN: A.C. 5½ inches, Leveling 2 inches, Base 16½ inches
Lime T.S.G. ___ inches, Blanket ___ inches, P.M.B.B. ___ inches
Length: 0.13 mile, 690 feet. Type curb: Type "A" 6" C&G
Remarks: It is planned that the Storm Sewer be installed
The street [illegible] Const. Project St. [illegible]
[illegible]

ESTIMATE Item	Unit	Gross*	Price	Amount
Temp. protection & direction of traff. ($500-$1,000)	all	all	$ L.S.	$ 500.00
Clearing & grubbing	all	all	L.S.	500.00
General excavation	c.y.	[illegible]	1.50	[illegible]
Finishing roadbed & slopes ($1,500)	mile	—		
Trench excavation	c.y.	185	3.00	555.00
Watering	M-gal.	68	3.00	204.00
Level material (3/4-0)	c.y.	270	4.25	1148.00
Base material	c.y.	2200	4.00	8800.00
Asphalt	ton	700	10.00	7000.00
Binder	all	all	L.S.	570.00
Concrete inlets GE-2	each	4	150.00	600.00
Culvert pipe 12" [illegible]	lin. ft.	1[illegible]	3.75	413.00
Concrete curbs Type A 6" C&G	c.y.	6[illegible]		
Saw Pipe 15" [illegible]	[illegible]	693	4.25	2945.00
Saw Pipe 12" [illegible]	[illegible]	[illegible]	5.25	
Conc. Inlets GE-1	Each	3	150.00	450.00
Adj. Manhole	Each	1	100.00	100.00

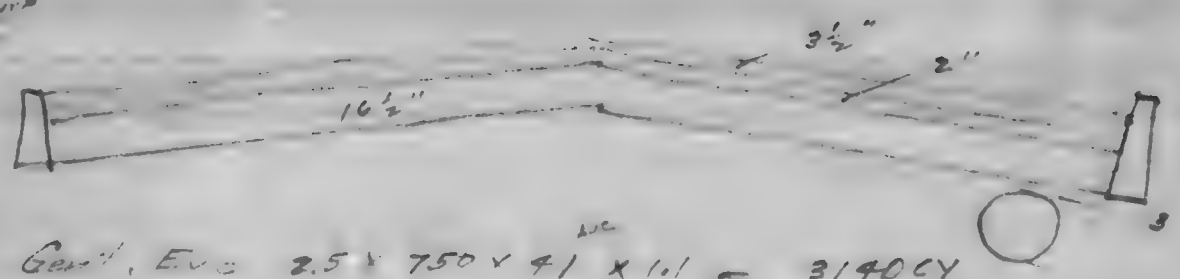
*Items include 10% allowance

Total	$ 28529.00
Perm. signing ($100/intersection)	100.00
Flagging	100.00
Total	$ 28729.00
Engineering & contingencies (20%)	5746.00
Total	$ 34475
City's estimated share of survey	300
TOTAL ESTIMATED COST	$ 34,775

11500 9475 / 34475 300

$35,000

3½
2"
16½"
22
.58 Curb
22.58
2.5



Estimated Curb in St. only from 4th Ave to Main St
Length 690
60 Extra
750'

Gen'l. Exc. $\frac{2.5 \times 750 \times 41^{Ave} \times 1.1}{27} = 3140$ C.Y.

Trench Excavation $1.1\left[\left(\frac{1.95 \times 3.5 \times 200}{27}\right) + \left(\frac{1.5^{Ave} \times 3.3 \times 413}{27}\right) + \left(\frac{1.5 \times 3.0 \times 110}{27}\right)\right] = 193$ C.Y.

1.95 → 2.0 → 1.5 → 1.5
3.5 → 3.5 → 3.3 → 3.0
200 → 200 → 413 → 110

12-inch Pipe - 110 lin. ft

15-inch Pipe - 413 lin. ft

T&B 18-inch Pipe 280 lin. ft

GB-1 Inlets 3 only

GB-2 Inlets 4 only

Adjust MH 1 only

Lev. Co $\frac{0.17 \times 40 \times 750 \times 1.43}{27} = 270$ C.Y.

Base $\frac{1.38 \times 40 \times 750 \times 1.43}{27} = 2200$ C.Y.

Water 2470 x 0.0275 = 68 M-Gals. 68 M-Gals

Binder Co. $4,000 x 0.14 = $570.00

A.C. 93.6 x 7.5 = 700 Tons

Driveways None

Curbs .054 x 1112' = 60 CY. (by City)

Adj. M.H. 1 only

Esteeada
Curwin St & 5th Ave.
5-8-69

690
320-5TH

4TH AVE

4TH AVE.

5TH Ave.

CURWIN ST

Storage
Logging Eq

690 — 690 — 580 — 580 — 460 — 1572

Estacada

NOTE: (1) Please include proper titles for women officials --- i.e., Miss or Mrs.
(2) Write "To be appointed" if an officer not presently elected will be chosen later. Give date if possible.
(3) Return this form to:

H. S. Cox, Engineer
County and City Division
Oregon State Highway Department
Salem, Oregon 97310

RECEIVED
JAN 3 1969
ENGINEER
COUNTY & CITY DIVISION

City ESTACADA Clack.

City Hall Address 475 S. E. Main Street (P. O. Box 247)

City Hall Zip Code 97023

City Hall Phone No. 630-3223

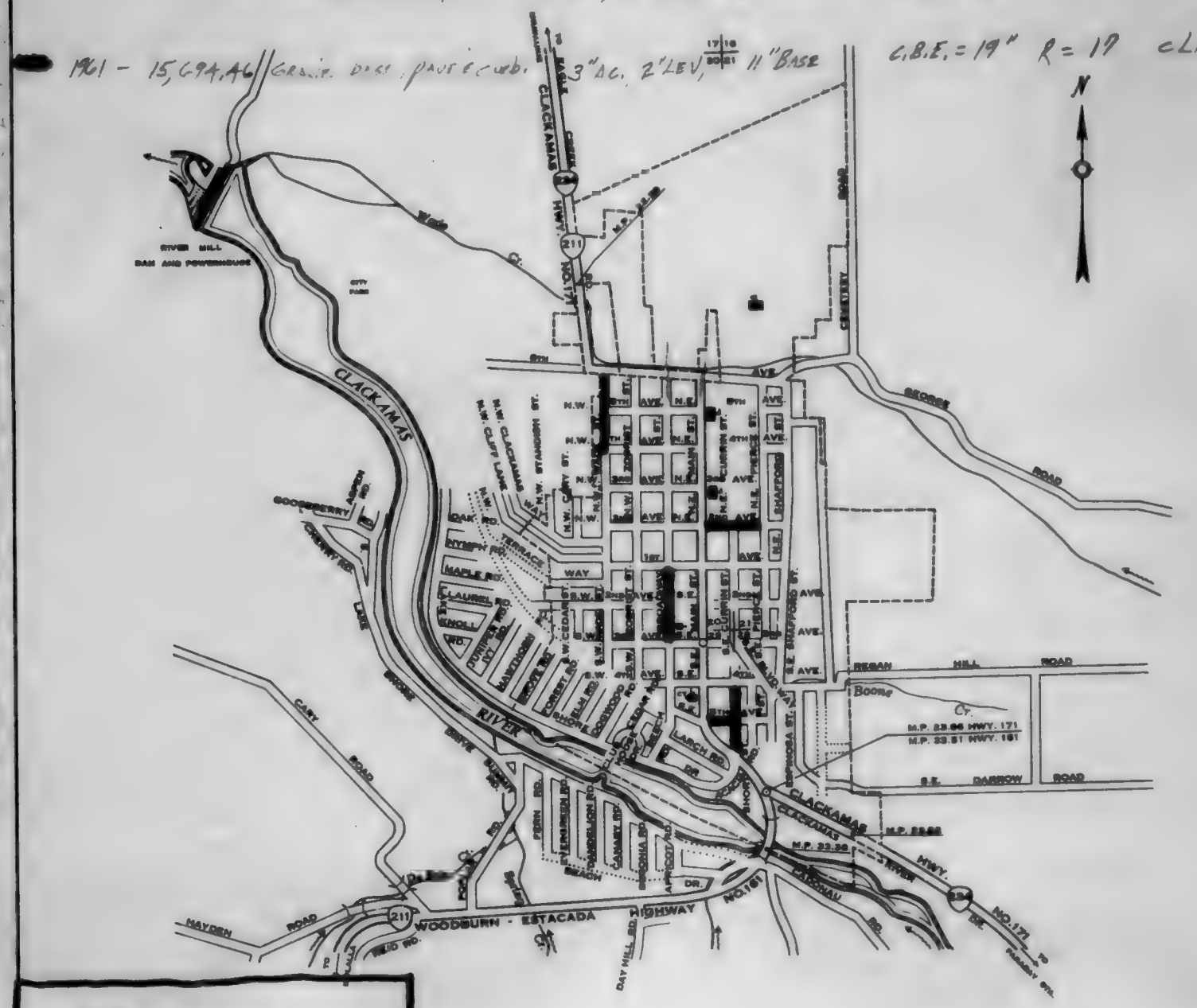
	NAME	Telephone No. *	Ext.
City Manager	— - -		
Mayor	David Horner	630-3226	Home 630-3220
City Recorder	M. R. Coleman ✓	630-3223	Home 630-4478
City Attorney	J. C. Caldwell	656-5207	
(Supt. Public Works) City Engineer	Leslie Kiggins ✓ ~~NONE~~	630-3223	Home 630-4188
Councilmen	Norman Burke Resigned	630-5666	
	(Mrs.) Esther Watts	630-3803	
	C. E. Patterson	630-3241	
	Duane Day Chairman	630-4202	Home 630-3291
	Douglas Califf	630-4848	
	Robert Marx	630-4254	
	Olive Mehl — Clerk-Treasurer		

* Please give prefix, if any, in full.

1966 - 15,343.53 Grade, base & pave 3" A.C., 2" LEV., 13" Base C.B.E = 21" R=7 Silty clay.

1963 - 17,069.29 Grade base and pave. 3" A.C., 2" LEV., 12" Base C.B.E = 20" R=24 Silty clay

1961 - 15,694.46 Grade. base, pave & curb. 3" A.C., 2" LEV, 11" Base C.B.E. = 19" R = 19 clay



1970 LOG. TRUCK TRAFFIC

C.B.E. = 25" + 20%

3½" A.C. = C.B.E. / 7.0"

2" LEV = 2.0

16" Base = 16.0

25"

SIGNED ROUTES

INTERSTATE

U.S.

ORE.

LEGEND

- Post Office
- School
- R. R. Depot
- Public Bldg.
- CH – City Hall
- CT – Court House
- A – Armory
- L – Library
- Street open for travel.
- Street dedicated but not open.
- City Limits.
- City Center M. P. log
- City Center

ESTACADA

CLACKAMAS COUNTY OREGON

PREPARED BY THE OREGON STATE HIGHWAY DEPARTMENT

IN COOPERATION WITH THE U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION BUREAU OF PUBLIC ROADS

Population 1,060

Scale in Feet

Revised April 1968

NOTED
H. S. COX

SCA

PROJECT DATA, CITY OF ESTACADA Date March 4, 1969.

To be financed by Special City Allotment Fund and necessary city funds.

Street name Two blocks on SE Currin; One block on SE 5th Ave.
(Locate project on attached map.)

Project length Three blocks

DESIRED STREET SECTION:

Standard roadway; width of travel way:_____ feet, width of shoulders:____ feet

Curbed section; width curb to curb: 40 feet

Remarks _____

_____

Surface now in place: Oil X Paving X Gravel X

Present surface width: 20 feet

RIGHT-OF-WAY: (City shall, without cost to State, provide all right-of-way required)

Width of present right-of-way: 60 feet

Additional right-of-way required? Yes ___ No X

State to furnish right-of-way descriptions? Yes ___ No X

Give width of intersecting streets: Main Street 80 feet: SE 4th Ave. 60 feet

Are intersecting streets curbed? Yes ___ No Partly

Remarks _____

_____

CONCRETE CURBS: (All new curbs to be constructed at city's expense.)

Now in place? Yes some No ___

Width between present curbs: 40 feet

City to construct curbs? Yes X No ___

To be constructed as part of project? Yes ___ No X

Length of desired radius on curb returns: 10 feet

Does city desire special type of curbs? Yes ___ No X

Explain: _____

_____

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MAR 6 - 1969
COUNTY ENGINEER
& CITY DIVISION

NOTED

NOTED
JON HARWELL

WATER MAINS: (City to adjust if required.)

Now in place? Yes X No ___

If yes, how deep from present surface? _____ feet

Remarks additional main to be laid prior to project

DRIVEWAYS: (All driveway construction beyond curb line to be at city's expense.)

To be constructed as part of project? Yes ___ No X

Asphaltic concrete? Yes ___ No ___

Portland cement? Yes ___ No ___

How many? _____

Must driveways be Portland cement to comply with city code? Yes X No ___

Is there a city ordinance specifying width and number of driveways permitted?
Yes ___ No X (If yes, please include copy of ordinance.)

Remarks Driveways must be Portland Cement in the sidewalk area

FRANCHISED UTILITIES: (City is to arrange for any required adjustment.)

Gas lines? Yes ___ No X

Electric poles? Yes X No ___

Which company? P. G. E. (Portland General Electric Co.)
(NOTE: If city-owned, city to adjust.)

Telephone poles? Yes X No ___

Which company? Estacada Telephone & Telegraph Company

Railroad tracks? Yes ___ No X

Which company? _____

Is crossing presently protected by automatic railroad signals?

Yes ___ No ___

Remarks _____

NOTED
RICHARD UNREIN

SIDEWALKS (All new sidewalks to be constructed at City's expense.)- - - - - -

Are sidewalks now in place? Yes some No___

Present sidewalks, Length: 270 feet; Width: 10 feet

Distance between present sidewalks: 40 feet

Are sidewalks to be constructed as part of project? Yes___ No X

Width of sidewalks to be constructed: _____feet

Are sidewalks to be constructed only on one side of street? Yes___ No___

Are sidewalks to be constructed on both sides of street? Yes___ No___

Give: Length to be constructed and On which side of street

_____feet N.___ S.___ E.___ W.___

_____feet N.___ S.___ E.___ W.___

Should sidewalks be placed against curbs? Yes X No___

Is utility strip required? Yes___ No X ; Width: _____feet

Remarks_____

_____

STORM SEWERS . . . . . .

Now in place? Yes X No___

If yes, are they adequate for increased flow? Yes X No___

Indicate depth of main lines from present surface: two feet

To be constructed by City? Yes___ No___

To be constructed as part of project? Yes X No___

(Show location of outfall on city map.)

SANITARY SEWERS . . . . . .

Now in place? Yes X No___ (NOTE: City to adjust if required.)

If yes, indicate depth of sewers from present surface: 6 feet

Remarks_____

_____

_____

NOTED
RICHARD UNREIN

WORK TO BE DONE BY CITY AS PART OF PROJECT:

Grading? Yes ___ No X

Clearing? Yes ___ No X

Base rock? Yes ___ No X

Concrete curbs? Yes X No ___

Driveways? Yes ___ No ___

Remarks Driveways will be handled by CO-operation of City and property owners

GENERAL INFORMATION:

Are city finances available? Yes X No ___

When available? Date Anytime

Has city established grade on street? Yes X No ___
(If yes, please include copy of data.)

Please indicate site for disposal of excess excavated material:

West 1st ave. and Wade Street or other sites to be determined

General remarks:

CITY OF ESTACADA

By _____
Mayor

By M. R. Coleman
City Recorder

By _____
City Engineer

NOTED
RICHARD UNREIN

CLACKAMAS
RIVER
CLACKAMAS
HWY. NO. 211
CLACKAMAS
RIVER
CLACKAMAS
RIVER
CLACKAMAS
RIVER

R E S O L U T I O N

2-20-69

WHEREAS, under the provisions of ORS 366.800 and 366.805 there has been withdrawn from state highway funds appropriated for allocation to the several cities of the State of Oregon the sum of Two Hundred Fifty Thousand and No/100 ($250,000) Dollars, and said sum has been set up in a separate account to be administered by the State Highway Commission and to be spent each year by said Commission upon streets not a part of the state highway system, within cities, which are receiving excessive wear through sudden increases in population in the area or heavy and unusual traffic; and

WHEREAS, the City of ESTACADA is an incorporated city of the State of Oregon and has a population of 1160 as given by the latest official census; and

WHEREAS, the following streets of said city,

S. E. Currin Street from Highway #211-224, two block to S. E. 4th Ave. also one block from Currin Street on SE 5th Ave. to Main Street and Highway #211 & 224

RECEIVED
FEB 24 1969
ENGINEER
COUNTY & CITY DIVISION

are not a part or parts of the state highway system, but are streets under the jurisdiction and control of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy and unusual traffic," and

WHEREAS, said streets are and each of them is in need of repair, reconditioning, and other major improvement,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare, and resolve:

1. That the aforesaid named streets of said city are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair by reason of excessive wear through sudden increases in population in the area, or by heavy and unusual traffic.

3. That the Oregon State Highway Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues which is to be administered and spent by the Highway Commission.

(cc-50, 1959 Rev.)

NOTED
RICHARD UNREIN

4. That the City of ESTACADA does hereby offer to State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and therefore does designate LESLIE KIGGINS as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 20th day of FEBRUARY, 19 69

There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

- - - - - - - - - - - - - - - - - - -

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of ESTACADA at a regular or special meeting of said Council, held on the 20th day of FEBRUARY, 19 69, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 21st day of FEBRUARY, 19 69.

M. L. Coleman
City Recorder

(cc-50, 1959 Rev.)

NOTED
RICHARD UNREIN

SIGNED ROUTES

INTERSTATE

U.S.

ORE.

LEGEND

- Post Office
- Public Bldg.
  - cr – City Hall
  - ct – Court House
  - a – Armory
  - l – Library
- School
- R. R. Depot
- Street open for travel.
- Street dedicated but not open.
- City Limits.
- City Center M.P. log
- City Center

ESTACADA

CLACKAMAS COUNTY OREGON

OREGON STATE HIGHWAY DEPARTMENT

IN COOPERATION WITH THE
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

Population 1,040

Scale in Feet

Revised April 1966

-Co. Rds within City

NOTED
RICHARD UNREIN

Escondido
Current St. only
from 4th Ave to Main St
Length 690
60 Extra
750'

Gen'l. Exc $\frac{2.5 \times 750 \times 41^{Avg}}{27} \times 1.1 = 3140$ C.Y.

Trench Excavation $1.1\left[\frac{(1.95 \times 3.5 \times 200^{10'})}{27} + \frac{(1.70 \times 3.3 \times 413^{8\frac{1}{2}'})}{27} + \left(\frac{1.5 \times 3.0 \times 110^{18"}}{27}\right)\right] = 193$ C.Y. (1.25 / 1.50 / 120)

12-inch Pipe - 110 lin. ft

15-inch Pipe - 413 lin. ft

T&B 18-inch Pipe 280 lin. ft

GB-1 Inlets 3 only

GB-2 Inlets 4 only

Adjust MH 1 only

refilming front & filming back out of sequence

Lev. Co $\frac{0.17 \times 40 \times 750 \times 1.43}{27} = 270$ C.Y.

Base $\frac{1.38 \times 40 \times 750 \times 1.43}{27} = 2200$ C.Y.

Water $2470 \times 0.0275 = 68$ M-Gals

68 M-Gals

.082 CY/FT 'C' type this lift.

$$(2.0 \times 0.58) + \left(\frac{0.5 + 0.59}{2} \times 0.58\right) \qquad \frac{1.16}{27} \qquad \frac{.317}{1.43} = 0.054$$

Q.A 3910
.D5 no.70

4-1131 Sunset Safety Rest Area , on Sunset Hwy., NW of Portland 1970

#7430

e

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MAY 2 - 1972
FOR FILING
7430

May 2, 1972

U. S. Fidelity and Guaranty Co.
200 Oregon Bank Building
Portland, Oregon 97204

Gentlemen:

A post-final payment for $1,633 will be made to All-City Landscape, Inc., on Contract No. 7430 for work in the Sunset Safety Rest Area on the Sunset Highway in Clatsop County as soon as the warrant is prepared.

The total amount paid on this contract will be $340,658.52 including the post-final payment. Of the total $9,100.76 is for force account.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc All-City Landscape, Inc.
29 N. E. 148th Avenue
Portland, Oregon 97230

G. T. Keaney
Walt Hart
V. E. Skoog
Attn: John Marr
M. B. Boyd

RECEIVED
DEC 27 1971
FOR FILING

4-1131
7430

December 23, 1971

U. S. Fidelity and Guaranty Co.
201 Oregon Bank Building
Portland, Oregon 97204

Gentlemen:

On December 16, 1971, we wrote to you concerning release of final payment on Contract No. 7430 awarded to All-City Landscape, Inc., for work in Sunset Safety Rest Area on the Sunset Highway in Clatsop County.

Final payment on this contract is $14,296.43 and the total contract amount is $339,126.28 including $9,100.76 for work performed under force account.

Very truly yours,

Floyd Omery, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Read, Assistant Secretary

fhm

cc All-City Landscape, Inc.
29 N. E. 148th Avenue
Portland, Oregon 97230

Frank Morgan
Ivan Morehant
V. E. Skoog
Attn: John Herr
J. B. Boyd

RECEIVED
DEC 16 1971
FOR FILING

41-1131
7430

December 15, 1971

Oregon State Highway Commission

Gentlemen:

Work was completed September 16, 1971, on Contract No. 7430. The contract was with All-City Landscape, Inc., and was for grading, paving, and facilities on the Sunset Safety Rest Area Section of the Sunset Highway in Clatsop County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective December 15, 1971, and that you concur in this procedure at the Commission meeting on January 11, 1972.

It is assumed that if you have no objections to this action and you do not advise us to the contrary, I may consider the matter has your approval.

Very truly yours,

R. L. Porter
State Highway Engineer

VG:bb
cc: Floyd Quary
Tom Edwards
A. E. Johnson
G. L. Sund
F. D. Morgan
I. D. Marchant
V. E. Skoog
H. S. Cox
J. B. Boyd

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DEC 31 1971
FOR FILING

4-1131
7430

(9)

November 26, 1971

All-City Landscape, Inc.
29 N. E. 168th Avenue
Portland, Oregon 97230

Gentlemen:

The State Highway Commission at its meeting on November 24, 1971, considered your second request for an additional 16 days to complete Contract No. 7430 for work in the Sunset Safety Rest Area in Clatsop County.

The Commission granted you an extension of 13 days thereby eliminating all liquidated damages.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

bc F. D. Morgan
V. E. Skoog
J. B. Boyd
Loren Weber

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NOV 15 1971
FOR FILE

1/1151

7430

November 12, 1971

Oregon State Highway Commission

Request for Extension of Time
No. 9
November 24, 1971 meeting

Gentlemen:

All City Landscape, Inc., contractor on the Sunset Safety Rest Area Section of the Sunset Highway in Clatsop County, Contract 7430, has made a second request for time extension, asking for an additional 16 days because of late work added to the project after his first request for time extension was considered. At your July 27 meeting, you approved a two-month extension to a new completion date of August 31, 1971, because of added work and quantity overruns. When the first extension was processed, it was intended to be adequate to avoid the assessment of any liquidated damages.

Two additional Price Agreements and two Extra Work Orders were authorized after mid-July for appearance enhancing work such as topsoil over a waste area, minor drainage corrections, refinishing block ventilators in the building, collars around the light pole bases, and a thin overlay of the existing pavement of the main highway in the vicinity of the added left-turn refuge. Some of this was the last work performed on the project.

I recommend a further extension of 13 days. The project was completed September 16 with 13 days liquidated damages accrued at the rate of $100 per day. This extension will eliminate all liquidated damages. This was a State project.

This matter will be on the agenda for your consideration at the November 24 meeting.

Very truly yours,

R. L. Porter
State Highway Engineer

JAB:fw kw
cc: Floyd Quary
Tom Edwards
A. E. Johnson
Gary L. Sund
F. D. Morgan
L. H. Young
V. E. Stoog
J. B. Boyd

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7430 Contractor All City Landscape, Inc.

Highway Sunset

Section Sunset Safety Rest Area

Kind of Work Grading, Paving and Park Facilities

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ GRANTED. The reasons for such recommendation are as follows:

The contract was essentially completed within the previously authorized August 31, 1971 completion date with only incidental cleanup remaining after that time which took 16 days until September 16, 1971 which is recommended as a new completion date.

Recommended for Approval:

Regional Const. ~~Engineer~~ Engineer

~~Construction Engineer or Bridge Engineer~~

~~Assistant~~ State Highway Engineer

Contract No.	7430
Project designation	State (State-Federal)
Date awarded	July 31, 1970
Work started	August 25, 1970
Per cent completed	100% 9/16/71 (Date)
No. of ~~Workdays~~ Calendar Days Allowed	396
No. of ~~Workdays~~ Calendar Days Used	409
No. of Added Workdays Requested	16

SP*0289-724

B-220 (Rev.)—3M—8-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date Oct. 25, 19 71

Gentlemen:

We, the undersigned, respectfully request an increase in the number of ~~workdays~~ calendar days from 394 days to 410 days, within which to complete our Contract No. 7430, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

See attached letter

Respectfully submitted,

All City Landscape, Inc.
Contractor

By Clifford H. Paul
Clifford H. Paul, President

CONSENT OF SURETY

Date October 27, 19 71

We, UNITED STATES FIDELITY AND GUARANTY COMPANY

....., as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Attorney-in-fact John D. Klump, Jr.

(SEAL)

Resident Agent

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 9, 1971

SUBJECT: Second Time Extension Request
Sunset Safety Rest Area Section
Contract No. 7430

To:

Mr. A. E. Johnson
Assistant State Highway Engineer
BUILDING

All-City Landscape, Inc. has made a second request for time extension asking for an additional 16 days because of six late orders which were added to the project since their first request for time extension was considered. At its July 27 meeting, the Highway Commission approved a two-month extension (to a new completion of August 31, 1971) because of added work and quantity overruns. When the first extension was processed, it was intended to be adequate to avoid the assessment of any liquidated damages. The estimated completion time then was August 31 which proved to be inadequate.

This second request for time covers about the same ground as the second request for overrun authorization which was approved at the last Commission meeting. Two additional Price Agreements and two Extra Work Orders were authorized after mid-July. These were for appearance enhancing work like top-soil over a waste area, minor drainage correction, refinishing block ventilators in the building, collars around the light poles and a thin overlay of the existing pavement of the main highway in the vicinity of the added left turn refuge.

The project was completed September 16 with 13 days liquidated damages accrued at the rate of $100 per day. Most of the work done after August 31 was on these extra items.

We therefore recommend a further extension of 13 days to a new completion date of September 16, 1971. This was a State project. Rough draft letter to the Highway Commission is enclosed.

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NOV 10 1971
OFFICE OF
STATE HIGHWAY ENGINEER

F. D. Morgan
Construction Engineer

By John A. Bond

John A. Bond
Construction Administration Engineer

JAB:fw
Enc.
cc V. L. Gallagher

4k

REQUESTS FOR EXTENSION OF TIME

Commission Meeting November 24, 1971

Request No.	Contract No.	Contractor	Section and Highway	Time Requested	Recommendation
1	7592	N. A. Toole Constr. Co.	Harper Jct. Rock Production, Central OR Hwy	16 days	grant 18 days
2	7486	Madson & Stokes Elec. Contr.	"B" Avenue-Middlecrest Rd. (Lake Oswego) Oswego Highway	28 days	assess L.D. = $1,400
3	7401	Ross Bros. Constr. Co.	Midland Info Center, The Dalles-Cal. Hwy	11/30/70-4/14/71	assess L.D., 12/1/ - 12/14/70 $1,050
4	7323	Donald M. Drake Co. & S. S. Mullen	Sunset Hwy-Beaverton Sec. Beaverton-Tigard Hwy.	318 days	grant 104 days
5	7594	Cascade Constr. Co.	Raleigh Hills-Hillsdale Sec., Beavetton-Hillsdale Highway	6 days	grant 6 days
6	7501	Ross Bros. Constr. Inc.	Nestucca R. (Ollie Woods) Br., FAS 613	70 days	grant 37 days; assess L.D. 34 days = $3,400
7	7546	Robert D. Copeland	Jumpoff Joe Cr.-Louse Cr. Interch., FAS 17-102	14 days	grant 10 days; assess L.D. 18 days - $2,700
8	7214	Andersen-Hannan	W. Fremont Interch., Stadium Freeway	120 days	grant 58 days
9	7430	All City Landscape, Inc.	Sunset Safety Rest Area Sunset Highway	16 days	grant 13 days
10	7525	Robert L. Divine	Eugene (Blue Star) Safety Rest Area, Pacific Hwy W.	6/1/71-8/23/71	grant 6/24/71 (Unit a) 8/23/71 (Unit b)
11	7452	Peter Kiewit Sons' Co.	Hubbard Interch. Sec., Pacific Hwy. (I-5) (Unit a)	86 days	grant 13 days; assess L.D. - 35 days - $5,250
12	7151	Guy F. Atkinson Co.	Tualatin R.-Pacific Hwy. Sec., E. Portland Freeway	811 days	grant 103 days
13	7352	Gibbons & Reed Co.	Weatherby-Lime Sec., Old Oregon Trail Hwy.	37 days	grant 32 days
14	7492	Paul Zimmerly Road Constr.	Gellatly Summit Sec., Corvallis-Newport Hwy.	17 days	grant 10 days

4-1131 74-60

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Sunset Safety Rest Area		WEEK ENDING: October 30, 1971
		SECTION PREFIX: 4-1131
HIGHWAY: Sunset		COUNTY: Clatsop
NAME OF JOB: Sunset Safety Rest Area	KIND OF WORK: Grading, Paving and Park Facilities	
CONTRACTOR: All City Landscape, Inc.	CONTRACT NUMBER: 7430	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: July 31st 1970	DATE WORK STARTED: August 25, 1970	ESTIMATED COMPLETION DATE: Sept. 16, 1970
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN. 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 104
PROJECT AUTHORIZATION: $387,051.59		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $349,051.59	ENGINEERING AUTHORIZATION: $38,000 Week 296	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 99
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $344,300	ENGINEERING COST TO DATE: $38,937	DATE PROJECT WAS COMPLETED: Sept. 16, 1971
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 1 %	PERCENT OF AUTHORIZATION 102 %	

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	~~ROCK~~ Lime	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.62	0.62			0.62
MILES PARTIALLY COMPLETED					
MILES COMPLETED	0.62	0.62			0.62
TOTAL ESTIMATED QUANTITIES (CONTRACT)	19,200 yds	15,500 sq. yds.	"		3,460 tons
TOTAL QUANTITIES CORRECTED TO DATE	23,500 "	" "			4,905 tons "
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	Done	Done			Done
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

Routing

Docker

Boni

Walker

Boetine

Johnsen

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NOV 1 1971

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	
10/25 MONDAY	No work, holiday
10/26 TUESDAY	2 men on final compilation of the estimate.
10/27 WEDNESDAY	Estimate ready for transmittal to Salem. Will be sent by messenger.
10/28 THURSDAY	No work.
10/29 FRIDAY	No work.
10/30 SATURDAY	

REMARKS

Semi-final to be submitted Monday by messenger to Region Office 11/1/71.
This will be the last weekly report.

SIGNED _____ LOCATION Astoria

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED. SUBMIT 3 COPIES

SP*F216

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OCT 13 1971
FOR FILING

4-1131
7430

October 12, 1971

Oregon State Highway Commission

Gentlemen:

An overrun of the existing authorization on the Sunset Safety Rest Area grading, paving and park facilities project on the Sunset Highway in Clatsop County, Contract No. 7430, is anticipated. All-City Landscape, Inc., of Portland is the contractor. The original project authorization was $318,494.05. This was increased to $363,700.00 by your action on February 16, 1971. The present anticipated cost is $387,051.59, indicating an overrun of $23,351.59 or 6.4 percent.

I recommend that the project authorization be increased by $23,351.59. This was a State project.

This matter will be on the agenda for your consideration at the October 19 meeting.

Very truly yours,

R. L. Porter
State Highway Engineer

bc Floyd Query
Tom Edwards
A. E. Johnson
Gary Sund
L. H. Young
F. D. Morgan
V. E. Skoog
J. B. Boyd

JAB:fw: ajw

FORM E-20

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 7, 1971

To:

Mr. A. E. Johnson
Assistant State Highway Engineer
BUILDING

SUBJECT: Overrun of Project Authorization
Sunset Safety Rest Area
Sunset Highway
Contract No. 7430

Attached is a report on an expected overrun of the project authorization on the subject contract. This project for grading, paving and park facilities is under contract to All-City Landscape, Inc. of Portland. The original project authorization was $318,494.05. This was increased to $363,700.00 by Commission action dated February 16, 1971. The present anticipated cost is $387,051.59 indicating an overrun of $23,351.59 or 6.4 percent.

The major reasons for this overrun are additional paving quantities, additional costs involved in construction of a left-turn refuge, and upgrading an existing drinking fountain in the old rest area.

The base design on this job is 4 inches of AC directly over the lime treated subgrade. Considerable rock was encountered which caused irregularity in the surface that accumulated additional A. C. requirement. The existing highway adjacent to the left turn refuge was given a minimum overlay to provide an acceptable wearing surface and a clean appearance for the new channelization. This was decided late, after the first overrun was secured and was not expected to cause an excessive overrun (the price agreement for it shows a 2.85 percent overrun). This overlay and other added A. C. quantities referred to ultimately amounted to nearly $15,000.

The clearing for the left turn refuge was done on a force account basis and also overran $2,600 from what had been originally estimated.

An existing drinking fountain in the old rest area was upgraded due to its historical significance. This general area was used by early settlers and the military and during construction very close consideration was given to its appearance. The added work involved construction of a sidewalk around the fountain, repairing its drainage system and placing selected rock as riprap plus additional topsoil for landscaping. This work amounted to more than $4,100.

The Highway Commission approved a request for an additional $45,000 on February 16, 1971. This earlier overrun was due to a required revision in the water system, the addition of the left turn refuge (the estimate for this work turned out to be low . An additional $7,000 was required), and subdrainage required due to unanticipated ground water. The work responsible for the current overrun was not anticipated at the time of the earlier request when the project was only 27 percent complete. We dislike having to ask for a second authorization but we had to sanction the changes necessary to get a good job. (Note the attached letter published last week).

It is recommended that the project authorization be increased by $23,351.59. A rough draft of a letter to the Highway Commission is attached.

F. D. Morgan
Construction Engineer

By

John A.Bond
Construction Administration Engineer

JAB:fw
Enc.
cc V. L. Gallagher

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OCT 8 1971
OFFICE OF
STATE HIGHWAY ENGINEER

Form B-713 (Rev. 10-66)

OREGON STATE HIGHWAY DEPARTMENT

4.11.31
7430

Expected Overrun of Project Authorization

Project Sunset Safety Rest Area **Date** October 7, 1971

Highway Sunset **Contract No.** 7430

County Clatsop **Kind of Work** Grading, Paving and Park Facilities **Contractor** All City Landscape, Inc.

	Original Authorization	Authorized by Hwy. Commission 2-16-71	Estimated		
Contract Amount	$275,911.50	$289,034.00	$291,600.00	+	$ 2,566.00
Anticipated Items	4,700.00	5,600.00	5,600.00		
Contingency (4½%)	12,627.52	33,926.30	51,851.59	+	17,925.29
Engineering	25,255.03	35,139.70	38,000.00	+	2,860.30
Credits					
PROJECT COST	$318,494.05	$363,700.00	$387,051.59		
		NET INCREASE $	23,351.59		6.4%

MAJOR OVERRUNS AND UNDERRUNS (Describe Briefly)

(Indicate whether contract (C), anticipated (A), or unanticipated (U). (List all unanticipated items)	Expected Amount		Net Change
(C) Bid Item #4, Trench Excavation	$ 7,500.00	+	2,500
(C) Bid Item #9, A/C Mixture	58,455.00	+	4,995
(U) EWO #2, Clear & Grub Left Turn Lane	3,915.00		
(U) EWO #3, Remove Mud from Spring Box	911.07		
(U) EWO #4, Upgrade Fountain	2,000.00		
(U) P.A. #2, Constr. Left turn Refuge (In addition to BI #9 above)	11,827.50		
(U) PA #3, Revise Water System	2,240.00	+	51,851.59
(U) PA #4, Perf. Pipe Installation	12,750.00		($17,925.29 above last auth.)
(U) PA #6, Reduction in Chlorinator	40.00		
(U) PA #7, Coarse Concrete Aggregate in Spring Box	5,068.80		
(U) PA #8, Revise Drinking Fountain Drain	800.00		
(U) PA #9, Pave Existing Highway	9,904.22		
(U) PA #10, Topsoil Outside Normal Area	1,350.00		
Future Contingencies	1,125.00		

APPROVED BY STATE HIGHWAY COMMISSION
DATE 10-19-71

Principal reasons for overruns (Continue on reverse side): Additional paving quantities, the addition of left turn refuge and upgrading an existing drinking fountain in the old rest area.

INSTRUCTIONS: A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Submitted by _____ Resident Engineer

Noted by _____ for Construction or Bridge Engineer

Confirmed by _____ Division Engineer

Noted by _____ Deputy or State Highway Engineer Assistant

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AUG 2 1971
FOR FILING

4-1131

7430

July 28, 1971

#6

All-City Landscape, Inc.
29 S.E. 148th Avenue
Portland, Oregon 97230

Gentlemen:

The State Highway Commission at its meeting on July 27 granted your request for an extension of time establishing a new completion date of August 31, 1971, on Contract No. 7430 for work in Sunset Safety Rest Area in Clatsop County.

Very truly yours,

Floyd Cuery, Secretary
OREGON STATE HIGHWAY COMMISSION

cms

bc: F. D. Morgan
V. E. Skoog
J. B. Boyd
Loren Weber

RECEIVED
JUL 20 1971
FOR FILING

4-1131
7430

July 19, 1971

Oregon State Highway Commission

Request for Extension of Time
No. 6
July 27, 1971

Gentlemen:

All-City Landscape, Inc., contractor on the Sunset Safety Rest Area Section of the Sunset Highway in Clatsop County, Contract No. 7430, has requested a 60-day extension of time because of bid item overrun, water system revision and an added left-turn refuge. This project was contracted July 31, 1970, with a specified completion date of June 30, 1971.

The reasons cited by the contractor are all valid. The largest added item is for a complete left-turn refuge for safe vehicle access to the rest area development. Others included installation of over 2,200 lineal feet of perforated pipe to remove underground water from the parking area.

The contractor has prosecuted the work diligently and cooperated in overcoming the unforeseen problems and doing added work.

I recommend that a two-month extension be granted which would establish a new completion date of August 31, 1971. This is a State project.

This matter will be on the agenda for your consideration at the July 27 meeting.

Very truly yours,

R. L. Porter
State Highway Engineer

cc Floyd Query
Tom Edwards
A. E. Johnson
Victor D. Wolfe
F. D. Morgan
V. E. Skoog
L. H. Young
J. B. Boyd
JAB:fw fn

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7430 Contractor All-City Landscape, Inc.

Highway Sunset

Section Sunset Safety Rest Area

Kind of Work Grading, Paving, and Facilities

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED**. The reasons for such recommendation are as follows:

Time should be extended through August 31, 1971 to adjust for the effects of ~~being in a disaster area, affected by a strike~~ additional work. Left turn refuge, perforated pipe and water system.

Recommended for Approval:

J B Boyd
Division Engineer
Region

Construction Engineer or
Bridge Engineer

Assistant State Highway Engineer

Contract No.	7430
Project designation	State (State-Federal)
Date awarded	July 31, 1970
Work started	August 25, 1970
Per cent completed	61% 7-3-71 (Date)
~~No. of Workdays~~ Time Allowed	6-30-71
~~No. of Workdays~~ Time Used	Project Incomplete
~~No. of Added Workdays~~ Time Requested	2 months

SP 0004-734

E-320 (Rev.)—5M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date June 24, 19 71

Gentlemen:

We, the undersigned, respectfully request an increase in the number of ~~workdays~~ calendar from 234 days to 394 days, within which to complete our Contract No. 6 7430, without the assessment of liquidated damages. The said contract is described as follows:

Sunset Safety Rest Area, Clatsop County

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

See Attached Letter

Respectfully submitted,

All City Landscape, Inc.
Contractor

By Clifford H. Paul
Clifford H. Paul, President

CONSENT OF SURETY

Date June 25, 19 71

We, UNITED STATES FIDELITY AND GUARANTY COMPANY

, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

George A. Eaton
Attorney-in-fact George A. Eaton

(SEAL)

Resident Agent

All-City Landscape, Inc.
29 N. E. 148TH AVENUE
PORTLAND. OREGON 97230
TELEPHONE 252-3636

28 June 1971

Oregon State Highway Department
P. O. Box 804
Astoria, Oregon 97103

Attention: Mr. Loren Weber
Resident Engineer

Re: Sunset Safety Rest Area
Contract #7430

Gentlemen:

Below is a list of items that are extras in the subject contract. These items were either a change or addition; all reflect either an error or an ommission in design from the original plans and specifications.

Development of Water System at Sunset Springs, per revised plan.

1. Gallery Box downhill and alternation of overflow system.
2. 132 cu. yd. coarse concrete aggregate.
3. Remove slide material from Spring Gallery Box.
4. Spring water distribution work, 22 hrs. labor, 11 hrs. equipment rental.
5. 11 hrs. crane equipment rental.
6. Hand placing rocks at spring, 111 hrs. labor, 20 cu. yds. 6" rock.

Construction of Left Turn Refuge Opposite Rest Area Entrance.

1. Construct a left turn refuge.
2. Clearing brush, trees & disposal, 294 hrs. labor, 261 hrs. equip. rental.
3. Clearing roadway, 78 hrs. labor, 25 hrs. equipment.
4. Furnish & place 1600 l.f. 8" perforated drain pipe & backfill sand pipe; 400 cu. yds. special backfill in drains.
5. Upgrade drinking fountain, 125 hrs. labor.

Extra Amounts Required Under Regular Bid Items

Item No. and Description	Orig. Bid	Quantity to Date
3 General Excavation	19,200 cu. yd.	20,000 cu. yd.
4 Trench excavation	600 cu. yd.	1,255 cu. yd.

Extra Amounts Required Under Regular Bid Items (cont'd)

Item No. and Description	Orig. Bid	Quantity to Date
13 12" sewer pipe	580 l. f.	759 l. f.
12 24" culvert pipe	190 l. f.	226 l. f.
52 4" sanitary sewer pipe	320 l. f.	530 l. f.
58 Laborer	20 hrs.	171½ hrs.

One of the major items that caused us considerable delay is the excessive underground water. When excavation was performed, surface water resulted from these underground springs. After extensive perforated drain and culvert pipe work the problem was somewhat alleviated. However, after completing the lime work and final work and asphalt seal of the road bed, we still find many areas which have not hardened up. We recommend replacing soft lime areas with rock. This would cause us delay, of course, the length of which is difficult to determine.

Since June 4, 1971 the 701 gravel pit operators have been on strike, thereby closing all concrete suppliers and making it impossible for us to pour concrete curbs. This of course affected the sequence of construction items, which added to the delay.

We realized adverse weather is usually not taken into consideration. However, we believe that there should be some consideration given in the case of this contract because of the extreme abnormality of the weather. This area had one of the wettest years on record, not only in terms of rainfall amount but also in its frequency and duration. The job site had one to three feet of snow from December through March.

Considering these items, we believe the need for extra time to complete the contract is understandable. Therefore, pursuant to 108.09 of the standard specifications, we request an adjustment of contract time. We feel that 60 days would be a conservative estimate of the additional time required to complete the contract.

Respectfully yours,

Clifford H. Paul

Clifford H. Paul
President

na

RECEIVED
MAY 14 1971
FOR FILING
4-1151
7430

May 12, 1971

Mr. Timothy O'Callaghan
12925 S.W. 132nd
Tigard, Oregon 97223

Dear Mr. O'Callaghan:

The burning which you observed on the Sunset Highway was being performed by a private contractor as a part of the necessary clearing work to construct the new Sunset Safety Rest Area. The contract specifications point out that there are rules and regulations governing open burning and require the contractor to contact the proper jurisdiction and then carry on any disposal work in accordance with the local control.

The rest area development is in a rural area in Clatsop County where there is very little other development for considerable distance in any direction. Current regulations applicable to this area allow open burning subject to fire control permit requirements. Since this is not the season of high fire hazard, there were no special requirements from that standpoint.

I appreciate your concern for the environment. The legal regulations to protect it should be reasonable. In this case, I am advised the burning has been intermittent and will be completed in a very short time but has been conducted in accordance with the applicable legal limitations.

Sincerely,

Governor

TM:cs
bcc: R. L. Porter

RECEIVED
MAY 14 1971
OFFICE OF
STATE HIGHWAY ENGINEER

KC

April 26, 1971
12925 S. W. 132nd
Tigard, Oregon

The Honorable Governor McCall
Office of the Governor
State Capital
Salem, Oregon 97310

Dear Governor McCall:

Please find enclosed a photo I took recently of building on the Sunset Highway, about halfway between Portland and the Coast. This is a bathroom facility that the State is preparing for our common use. As you see, flagrant violation of common pollution control is taking place.

It is my opinion that the State and those that represent them should be concerned in enforcing realistic disposal of logs and stumps and tires.

I am assuming and hoping you will rectify this appalling situation and enact steps to stop any further burning of this type by the State. It seems somewhat of a contradiction to allow the State to burn material and prohibit the public from doing the same.

Very truly yours,

Timothy O'Callaghan

Timothy O'Callaghan

RECEIVED
MAY 3 1971
OFFICE OF
STATE HIGHWAY ENGINEER

APR 27 1971

REFERRED TO
A. E. Johnson
By Lloyd P. Shaw

REST ROOM CONSTRUTION
ALL-CITY LANDSCAPE.INC.

RECEIVED
FEB 12 1971
FOR FILING

4-1131
7430

February 11, 1971

Oregon State Highway Commission

Gentlemen:

An overrun of the project authorization on Contract No. 7430, the Sunset Safety Rest Area grading, paving and facilities project in Clatsop County is anticipated. All-City Landscape, Inc. of Portland is the contractor. This is a State project for which the original authorization was $318,494.05. The present anticipated cost is $363,700, indicating an overrun of $45,205.95, or 14.2 percent.

The major reasons for this overrun are due to a required revision in the water collection system from existing springs, addition of a left-turn refuge for safety and protection of traffic, and an extensive subdrainage system required to handle unanticipated subsurface water.

This matter will be on the agenda for the February 16 meeting and your approval is recommended.

Very truly yours,

R. L. Porter
State Highway Engineer

cc Floyd Query
Tom Edwards
A. E. Johnson
Victor D. Wolfe
F. D. Morgan
V. E. Skoog
L. H. Young
R. D. Asburry

DES:fw fn

FORM E-30 (REV. 10-60)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 9, 1971

RECEIVED
A. E. JOHNSON

To:

Mr. A. E. Johnson
Assistant State Highway Engineer
BUILDING

SUBJECT: Overrun of Project Authorization
Sunset Safety Rest Area
Sunset Highway
Contract No. 7430

Attached is a report on an expected overrun of the project authorization on the subject contract. This project for grading, paving and facilities is under contract to All-City Landscape, Inc. of Portland. The original project authorization was $318,494.05. The present anticipated cost is $363,700.00 indicating an overrun of $45,205.95 or 14.2 percent.

The major reasons for this overrun are due to a revision in the water system, addition of a left-turn refuge and additional subdrainage required as a result of unanticipated ground water. The revision of the water system involved a change in the spring collection facilities which was not anticipated at the time the project was designed. A left-turn refuge for eastbound traffic was deemed necessary to provide safety for traffic. This amount to nearly one-third of the overrun. The subsurface water encountered during construction required an extensive revision in the perforated drain pipe installation system in grading areas.

It is recommended that the project authorization be increased by $45,205.95. A rough draft of a letter to the Highway Commission is attached.

F. D. Morgan
Construction Engineer

By

John A. Bond
Construction Administration Engineer

JAB/DES:fw
Attachment
cc: V. L. Gallagher

GPO 92478-734

RECEIVED
SEP 18 1970
FOR ...

4-1131
143

September 16, 1970

SUBJECT: Restoration of Spring Area
Sunset Safety Rest Area
Contract Number 7430

Mr. Lloyd Shaw
Assistant State Highway Engineer
Highway Building
Salem, Oregon 97310

G. W. Wimer, Regional Construction Engineer, and I met with Mr. Coleman Wheeler, 811 S.W. Sixth Street, Portland, Oregon, Phone: 228-0845, at the spring area on September 14, 1970.

Mr. Wheeler's interest was to have the overflow of the spring run down over the rocks, much as it does in the present state and retain the fountain with a means to fill water bottles.

We talked this over with Bill Hoffman, Resident Engineer on the job, and with a few minor changes, we can maintain a cascade of approximately fifteen feet.

Some Additional planting around the spring site will be required.

Wimer thought we could handle this under the present contract.

Mr. Wheeler has been informed of our plans by telephone this date.

Roy E. Olson
Landscape Engineer

vmt

cc F. D. Morgan
Gerald Wimer

FORWARDED
LLOYD A. SHAW

RECEIVED
SEP 17 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 28 1970
FORM 6-00 (REV. 10-60)

FOR FILE

4-1131
14 2

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 9, 1970

To: MEMO TO FILE

SUBJECT: Restoration of Spring Area
Sunset Safety Rest Area
Sunset Highway
Contract #7430
Prefix 4-1131

Tuesday, September 8, Assistant State Highway Engineer, Lloyd Shaw telephoned and asked that we pursue a request received by the department for the restoring or maintaining certain aspects of the spring which is the source of water for the subject rest ares.

The originator of the request was a Mr. Coleman Wheeler who lives at 2323 S.W. Park Place, Portland, Oregon, Home Phone: 227-7563; Office, 811 S.W. Sixth, Portland, Oregon, Phone: 228-0845.

The full intent of request was not fully known. It was recommended that we have our Landscape Engineer contact Mr. Wheelerto determine just what he had in mind.

Wednesday, September 9, contacted Landscape Engineer, Roy Olson together with Regional Construction Engineer, Wimer and advised them of this request. Mr. Olson stated he would contact Mr. Wheeler, and, if possible, make a date with him to visit the area and analyse his desires.

As this area is part of a present construction project. Regional Construction Engineer, Wimer will accompany Mr. Olson in this contact.

R. D. Asburry
REGIONAL ENGINEER

RDA/sr

cc: Lloyd Shaw
F. D. Morgan
Roy Olson
Gerald Wimer

RECEIVED
SEP 14 1970
OFFICE OF
STATE HIGHWAY ENGINEER

SP*52478-734

RECEIVED
JAN 30 1970

H-1131
7430

January 29, 1970

Oregon State Highway Commission

Gentlemen:

An extensive investigation has been completed to determine the feasibility of improving the existing Sunset Springs Safety Rest Area at M. P. 29.49 on the Sunset Highway in Clatsop County. The study shows that this area is inadequate and has no chance of expansion. Right-of-way is limited, parking is restricted, and the existing primitive rest rooms need replacing.

An alternate location approximately one-half mile westerly at M. P. 28.92 has been recommended for improvement. The right-of-way is State owned, there is ample room for traffic needs, and water and power are available. The estimated cost of construction of the rest area at the new location is $275,000. I recommend that we plan for a June 4 letting of the new rest area with a Type-8 rest room facility and finance the project from our current State Construction Program.

This matter will be on the agenda for your consideration at the February 3 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
L. H. Young
D. J. Barbee
V. E. Skoog
R. D. Asburry

BLG:ia sr

SAFETY REST AREA REPORT

Sunset Springs SA
Sunset Highway
Clatsop County

An investigation was made of the subject area to determine the feasibility of modernizing and expanding the existing facilities with particular attention to replacing the pit toilets with a flush system.

The present site is approximately 20 to 30 feet at its widest point with one drinking fountain, three picnic tables and two pit toilets. The parking area is approximately 310 feet long and 20 feet wide, allowing parallel parking only. The dividing median between the highway shoulder and parking is 18 feet with an 8-foot shoulder.

According to State Police, an Assistant Foreman and from experience, this area is inadequate with no chance of expansion. Jay B. Boyd informed us of plans to build a flush toilet facility in this area but abandoned the plan and concurs that we should pick a new location for this rest area.

A field report was made on June 16, 1966 recommending a site to replace the present rest area. This area is approximately one-half mile westerly of the rest area beginning at M.P. 28.92 (south fork of Rock Creek) Station 1069+50 westerly to Station 1048+00 on the northerly side of the highway. The land is State owned and varies in width to the creek from zero at the bridge to 550 feet at the widest portion with land on the other side of the creek also State owned. There is ample room for a modern development to provide for the traffic needs. Ample water is available from the existing spring. Power on site.

It is recommended that the present site be abandoned and replaced with one at M.P. 28.92.

Attached is a sketch map of the proposal and data sheet based on 1990 ADT.

November 5, 1969

STATE

Denver Hilton

Area Code: 303 Telephone: 266-3911

Sunset Rest Area

230 000

46

$276,000

Type 8 toilet

38 cars

19 trucks + trailers

M.P. 28.92

JUNE LETTING

REA REPORT

Sunset Springs
Sunset Highway
Clatsop County

made of the subject area to
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approximately 20 to 30 feet
rinking fountain, three picnic
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A field report was made on June 16, 1966 recommending a site to replace the present rest area. This area is approximately one-half mile westerly of the rest area beginning at M.P. 28.92 (south fork of Rock Creek) Station 1069+50 westerly to Station 1048+00 on the northerly side of the highway. The land is State owned and varies in width to the creek from zero at the bridge to 550 feet at the widest portion with land on the other side of the creek also State owned. There is ample room for a modern development to provide for the traffic needs. Ample water is available from the existing spring. Power on site.

It is recommended that the present site be abandoned and replaced with one at M.P. 28.92.

Attached is a sketch map of the proposal and data sheet based on 1990 ADT.

November 5, 1969

306-1722 Coquille (5th St.) Section, 1970
(Grading and paving)

#7431

OSI 3877

Date May 12, 1971

OREGON STATE HIGHWAY DEPARTMENT

ITEMIZED STATEMENT OF COSTS
SPECIAL CITY ALLOTMENT PROJECT

Program Year 1970

Contract # 7431 Prefix 306-1722 Survey Prefix 306-1477

Street 5Th Street

City Coquille

Payments to Contractor (see attached voucher)	$ 33,785.70
Engineering and Contingencies	4229.17
Survey: Total $ 1439.44 (State) Prorated Share	* 749.36
TOTAL	38,764.23
Agreed State Share	25,000.00
Agreed City Share	13,764.23
City Advance Deposit	15,520.00
Refund due City	$1,755.77

1 Copy to Herr
" " Hotchkiss
1 " C-C File
1 " File
4 " File

Reference: Outside Billing C-C 1258

*Constr. Costs above $25,000 = $\frac{13014.87 \times 2,188.80}{38,014.87}$ = $749.36

RU

RECEIVED
APR 14 1971

FOR FILING
306-1782
4431

April 13, 1971

United Pacific Insurance Company
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

A post-final payment for $1,850 will be made to G. M. Woodward Co., Inc., on Contract No. 7431 for work on 5th Street in Coquille, Coos County, as soon as the warrant is prepared.

The total amount paid on this contract will be $33,785.70 including the post-final payment. Of the total $803.15 is for force account.

Very truly yours,

Floyd Omery, Secretary
OREGON STATE HIGHWAY COMMISSION

fhm

cc G. M. Woodward Co., Inc.
Highway 42
Coquille, Oregon 97423

Frank Morgan
Ivan Merchant
V. E. Skoog
Attn: John Kerr
C. T. Keasey

OREGON STATE HIGHWAY DEPARTMENT 04/08/71 | PROGRESS ESTIMAT

SECTION COQUILLE /5TH STREE
COUNTY 05
AWARDED 08
HIGHWAY CITY STREET
SPECIFIED COMPLETION A) 50 CWD
B)
C)
EXTENSION 37 D
TYPE WORK GRADING AND PAVING
CONTRACTOR G H WOODWARD CO INC
COQUILLE

ITEM NO.	ITEM NAME / UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION QUANTITY	ORIGINAL AUTHORIZATION AMOUNT	CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT
001	GENERAL EXCAVATION LUMP SUM	86000000	100000	860000	100000	860000
002	CL C MOD AC 10IN THICK PA 1 SQ YDS	67200	2820000	1895040	2586120	1737873
003	8-INCH SEWER PIPE LIN FT	55800	86000	47988	80000	44640
004	CONCRETE INLETS TYPE CG-1 ONLY	2722500	1000	27225	1000	27225
005	CONCRETE INLETS TYPE G-1 ONLY	1996500	1000	19965	1000	19965
007	CONCRETE DRIVEWAYS SQ YDS	88900	140000	124460	129110	114779
008	CONCRETE SURFACING SQ YDS	84700	40000	33880	49120	41605
009	CONCRETE CURBS LIN FT	33600	1200000	403200	1100500	369768
010	ASPHALT STREET CONNECTION ONLY	2000000	3000	60000	3000	60000
	TOTALS FOR ORIG. CONTRACT			3471758		3275855
	PRICE AGREEMENTS					
30101	DOC SPEC CHANGE 81 2					

PROGRESS ESTIMATE AND COST REPORT

PAGE NO. 01 FORM E-488 (REV. 8-69)

CWD

AWARDED 08 25 70 F.A.P. CONTRACT NO. 7431 WORK DONE TO:

EXTENSION 37 DAYS APPROVED 03-30-71 PREFIX 306 1722

A) 87 CWD

RD CO INC USED B) ESTIMATE NO. 005 ESTIMATED DATE OF COMPLETION:

C) POST FINAL

CORRECTED ESTIMATE		PERFORMED TO DATE 12/23/70		TO COMPLETE 12/23/70		GROUP POR N	NEW TOTAL TO DATE	
UANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT		QUANTITY	AMOUNT
100000	860000	100000	860000			9N		
2586120	1737873	2586120	1737873			9N		
80000	44640	80000	44640			9N		
1000	27225	1000	27225			9N		
1000	19965	1000	19965			9N		
129110	114779	129110	114779			9N		
49120	41605	49120	41605			9N		
1100500	369768	1100500	369768			9N		
3000	60000	3000	60000			9N		
	3275855		3275855					
						9N		

OREGON STATE HIGHWAY DEPARTMENT 04/08/71 PROGRESS ESTIMA

SECTION COQUILLE /5TH STREE
COUNTY OS
AWARDED 08
HIGHWAY CITY STREET
SPECIFIED COMPLETION A) 50 CWD B) C)
EXTENSION 37
TYPE WORK GRADING AND PAVING
CONTRACTOR G H HOODWARD CO INC COQUILLE

ITEM NO.	ITEM NAME / UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION QUANTITY	ORIGINAL AUTHORIZATION AMOUNT	CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT
30201	BASE ROCK ADAMS ST CONN CU YD	40000			56000	22400
	ADJUSTMENTS					
6001	LIQUIDATED DAMAGES DAY	-500000			37000	-185000
6001A	LIQ DAM TIME EXT-COMM ACT 3-30-71 DAY	500000			37000	185000
	FORCE ACCOUNTS					
801	FLAGGING 94001					
802	EXTEND & RECONN ROOF DRAIN 94002					4035
803	REM PORTION OF EXIST CONC STR					76280
	* TOTAL PAY COSTS			3471758		3378570
	ADD. ANTICIP. ITEMS					
94001	FLAGGING EM 1			10000		
94002	EXTND & RECONN ROOF DRAIN EM2			5000		

PROGRESS ESTIMATE AND COST REPORT

PAGE NO. 02 FORM E-498 (REV. 5-69)

90 CWD
AWARDED OE 25 70
EXTENSION 37 DAYS
F.A.P.
APPROVED 03-30-71
A) 87 CWD
USED B)
C)
CONTRACT NO. 7431
PREFIX 306 1722
ESTIMATE NO. 005
POST FINAL
WORK DONE TO:
ESTIMATED DATE OF COMPLETION:

OWARD CO INC
E

CORRECTED ESTIMATE		PERFORMED TO DATE 12/23/70		TO COMPLETE 12/23/70		GROUP POR N	NEW TOTAL TO DATE	
QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT		QUANTITY	AMOUNT
56000	22400	56000	22400			9N		
37000	-185000	37000	-185000			9N		
37000	185000	37000	185000			9N		
						9N		
	4035		4035			9N		
	76280		76280			9N		
	3378570		3378570					
						9N		
						9N		

OREGON STATE HIGHWAY DEPARTMENT 04/08/71 PROGRESS ESTIMAT

SECTION COQUILLE /5TH STREE
COUNTY 05
AWARDED 04
HIGHWAY CITY STREET
SPECIFIED COMPLETION A) 50 CWD B) C)
EXTENSION 37 D
TYPE WORK GRADING AND PAVING
CONTRACTOR G H WOODWARD CO INC COQUILLE

ITEM NO.	ITEM NAME / UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION QUANTITY	ORIGINAL AUTHORIZATION AMOUNT	CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT
98999	CONTINGENCIES			156904		
99999	ENGINEERING			348676		426430
	GRAND TOTALS			3992338		3805000

RESIDENT ENGINEER ---------- DATE

PROGRESS ESTIMATE AND COST REPORT

PAGE NO. 03 FORM E-488 (REV. 8-69)

AWARDED 08 25 70 F.A.P. CONTRACT NO. 7431 WORK DONE TO:

0 CWD

EXTENSION 37 DAYS APPROVED 03-30-71 PREFIX 306 1722

A) 37 CWD

WARD CC INC USED B) ESTIMATE NO. 005 ESTIMATED DATE OF COMPLETION:

C) POST FINAL

CORRECTED ESTIMATE		PERFORMED TO DATE 12/23/70		TO COMPLETE 12/23/70		GROUP POR N	NEW TOTAL TO DATE	
QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT		QUANTITY	AMOUNT
	426430		418181		8249			
	3805000		3796751		8249			

DATE DIVISION ENGINEER

Joe Fields

NOTED
F. R. GRIFFIN

Coquille Post Final

OREGON STATE HIGHWAY DEPARTMENT

CONTRACT PAYMENT VOUCHER

FORM A-20 (REV. 6-63)

COUNTY: COOS | CONTRACT NO.: 7431 | ESTIMATE NO.: 5

HIGHWAY: CITY STREET | FEDERAL AID PROJECT NO.:

SECTION: COQUILLE /5TH STREET/

NO.	ITEMS		UNITS	UNIT PRICE	QUANTITY TO DA
001	9N GENERAL EXCAVATION		LUMP SUM	8600.0000	100.0
002	9N CL C MOD AC 10IN THICK	PA 1	SQ YDS	6.7200	2,586.1
003	9N 8-INCH SEWER PIPE		LIN FT	5.5800	80.0
004	9N CONCRETE INLETS TYPE CG-1		ONLY	272.2500	1.0
005	9N CONCRETE INLETS TYPE G-1		ONLY	199.6500	1.0
007	9N CONCRETE DRIVEWAYS		SQ YDS	8.8900	129.1
008	9N CONCRETE SURFACING		SQ YDS	8.4700	49.1
009	9N CONCRETE CURBS		LIN FT	3.3600	1,100.5
0[illegible]0	9N ASPHALT STREET CONNECTION		ONLY	200.0000	3.0
	PRICE AGREEMENT ITEMS				
30201	9N BASE ROCK ADAMS ST CONN		CU YD	4.0000	56.0
	ADJUSTMENT ITEMS				
6001	9N LIQUIDATED DAMAGES		DAY	50.0000-	37.0
6001A	9N LIQ DAM TIME EXT-COMM	ACT 3-30-71	DAY	50.0000	37.0
	FORCE ACCOUNT ITEMS				
302	9N EXTEND & RECONN ROOF	DRAIN 94002			
303	9N REM PORTION OF	EXIST CONC STR			

4-7-71

DATE: 04 07 71 PG. 01 7431

PREVIOUS VOUCHER NO.: 35241

CHECKED BY: CP/ea

ENGINEER OR AUDITOR: B. Johnson

TOTAL CONTRACT ITEMS

% RETAINED ON CONTRACT ITEMS

FORCE ACCOUNT

TOTAL PAYMENTS

	CONTRACT NO.	ESTIMATE NO.	PREFIX NO'S.
	7431	5 Post Final	
	FEDERAL AID PROJECT NO.		306 1722 203 (640) 1,850.00 Dr.

STREET/

UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
LUMP SUM	8600.0000	100.000	8600.00	8600.00	
SQ YDS	6.7200	2,586.120	17378.73	17378.73	
LIN FT	5.5800	80.000	446.40	446.40	
ONLY	272.2500	1.000	272.25	272.25	
ONLY	199.6500	1.000	199.65	199.65	
SQ YDS	8.8900	129.110	1147.79	1147.79	
SQ YDS	8.4700	49.120	416.05	416.05	
LIN FT	3.3600	1,100.500	3697.68	3697.68	
ONLY	200.0000	3.000	600.00	600.00	
CU YD	4.0000	56.000	224.00	224.00	
DAY	50.0000-	37.000	1850.00-	1850.00-	
DAY	50.0000	37.000	1850.00		1850.00
			40.35	40.35	
			762.80	762.80	
TOTAL CONTRACT ITEMS			32982.55	31132.55	1850.00
% RETAINED ON CONTRACT ITEMS					
FORCE ACCOUNT			803.15	803.15	
TOTAL PAYMENTS			33,785.70	31,935.70	1,850.00

RECEIVED
APR 28 1971
FOR FILING
306-1722
7431

3-b

10-30-71

April 1, 1971

G. W. Woodward Co., Inc.
Highway 42
Coquille, Oregon 97423

Gentlemen:

The State Highway Commission at its meeting on March 30, 1971, granted your request for a 37-day extension of time, without assessment of liquidated damages, on Contract No. 7431 for work on 5th Street in Coquille, Coos County.

Very truly yours,

Floyd Oxley, Secretary
OREGON STATE HIGHWAY COMMISSION

FN:kl
bc F. D. Morgan
V. E. Skoog
C. T. Keasey
Bobby Johnson

RECEIVED
MAR 26 1971
FOR FINAL

306-1722
7431

March 25, 1971

United Pacific Insurance Co.
P. O. Box 1256
Tacoma, Washington 98401

Gentlemen:

On March 22, 1971, we wrote to you concerning release of final payment on Contract No. 7431 awarded to G. W. Woodward Co., Inc., for work on 5th Street in Coquille, Coos County.

Final payment on this contract is $2,606.16 and the total contract amount is $31,935.70 including $803.15 for work performed under force account.

Very truly yours,

Floyd Oney, Secretary
OREGON STATE HIGHWAY COMMISSION

Kbm

cc G. W. Woodward Co., Inc.
Highway 42
Coquille, Oregon 97423

Frank Morgan
Ivan Marchant
V. L. Skoog
Attn: John Kerr
C. T. Keasey

RECEIVED
MAR 22 1971
FOR FILING

306-1722
7431

March 19, 1971

Oregon State Highway Commission

Gentlemen:

Work was completed December 28, 1970 on Contract No. 7431. The contract was with G. W. Woodward Co., Inc. and was for grading and paving on the Coquille (5th Street) Section in Coos County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective March 19, 1971 and that you concur in this procedure at the Commission meeting on March 30, 1971.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

R. L. Parker
State Highway Engineer

cc: Floyd Query
Tom Edwards
A. E. Johnson
Victor D. Wolfe
F. D. Morgan
I. D. Merchant
V. E. Skoog
L. H. Young
C. T. Keasey

VG:fw

FEB 24 1971
FOR FILING
306-1722
7431

February 23, 1971

Oregon State Highway Commission

Request for Extension of Time
No. 1
March 30, 1971 meeting

Gentlemen:

G. W. Woodward Company has requested a 37-day extension of the contract time on the Coquille (5th Street) Section, Contract No. 7431, in Coos County. The contractor cites a delay in award, conflict from a city water main within the project limits which was relocated by the City, and problem of getting the A. C. aggregate used on the project to comply with specifications.

This was a Special City Allotment project covering the improvement of a two-block section of a city street. Thirteen days in excess of the specification allowance elapsed before the contract was awarded. This was due to the City's request for a change in plan to delete the sidewalk item and the securing of the necessary deposit for the City's share of the project funding, which was a prerequisite to making the award. The relocation of the water main was a City obligation, and this work was not complete until over half of the contract time had expired. Both of these reasons delayed the paving work into much poorer weather in late November and early December so the project was not completed until December 23, 1970, with 37 days liquidated damages accrued at the rate of $30 per day.

I recommend a 37-day extension which would delete all these liquidated damages because of the delay in award and utility conflict. This was a State project.

This matter will be on the agenda for your consideration at the March 30 meeting.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Floyd Query
Tom Edwards
A. E. Johnson
V. D. Wolfe
F. D. Morgan
V. E. Skoog
L. H. Young
C. T. Keasey

JAB:fw sr

FORM E-30 (REV. 10-60)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

February 11, 1971

To:

Mr. A. E. Johnson
Assistant State Highway Engineer
BUILDING

SUBJECT: Coquille (5th Street) Section
Contract No. 7431
Request for Time Extension

G. W. Woodward, Co., Inc., requests a 37-day time extension on this project which would delete all liquidated damages. The contractor cites a delay in award, delay in relocating a City water main and then repairing the same water main, delay in getting AC aggregate into specifications, and finally alleges that there was no inconvenience or hindrance to the public because of the late completion. This was a Special City Allotment Project covering a two-block section of a city street. Some pertinent dates are:

Bids Opened	July 23, 1970)	33 days
Date of award and contract sent	August 25, 1970)	
Workday count started	September 5, 1970	
Contractor started work	September 14, 1970	
50 days allowed elapsed	October 24, 1970 (job 35% done)	
Project completed	December 23, 1970	

37 days liquidated damages at $50 per day = $1,850.

The delay in award was due to a City request to delete the concrete walks after the bids were opened. This required the contractor's concurrence and then obtaining the City's share of the funding as a deposit based on a new contract amount. We obviously started the project therefore at a very late time of year. As late as October 9, the City was working on adjustment of their water main which was located within the project area between the new curb locations. The contractor did some paving on November 6 and then it rained the entire week of November 13. He was able to pave on November 18 and then had to wait until December 10 to get another paving day for top lift.

NOTED
A. E. JOHNSON

SP 52475-734

Because of the delay in award and the required time to get the City utilities out of conflict, we recommend the 37-day extension as requested. The Resident and Regional Engineers also recommended complete extension. We note that the engineering on the project did not overrun. This was a State project. A rough draft letter to the Highway Commission is attached.

F. D. Morgan
Construction Engineer

By John A. Bond

John A. Bond
Construction Administration Engineer

JAB:fw
Attach.
cc V. L. Gallagher

RECEIVED
FEB 18 1971
OFFICE OF
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7431 Contractor G. W. Woodward Co. Inc.

Highway City Street

Section Coquille (5th Street)

Kind of Work Grading and Paving

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED**. The reasons for such recommendation are as follows:

Recommend 37-day extension because of 13-day delay in award and utility conflict which forced project into more adverse weather for finishing.

Recommended for Approval:

Division Engineer
REG. CONSTR. ENGR.

for Construction Engineer or Bridge Engineer

Assistant State Highway Engineer

Contract No.	7431
Project designation	State (State-Federal)
Date awarded	8-25-70
Work started	9-14-70
Per cent completed	100% (Date)
No. of Workdays Allowed	50
No. of Workdays Used	87
No. of Added Workdays Requested	37

State Printing 37000

E-330 (Rev.)—5M—5-60

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date November 30, 1970

Gentlemen:

We, the undersigned, respectfully request an increase in the number of Calendar workdays from 90 days to 97 days, within which to complete our Contract No. 7431, without the assessment of liquidated damages. The said contract is described as follows:

Grading and Paving 5th Street, Coquille, Oregon

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Letters of explanation enclosed

Respectfully submitted,

G. W. WOODYARD Co., Inc.
Contractor

By _____

CONSENT OF SURETY

Date November 30, 1970

We, United Pacific Insurance Company, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

_____
Attorney-in-fact

(SEAL)

_____
Resident Agent

W. H. Petre
PETRE INSURANCE AGENCY
199 N. Central Blvd.
Coquille Oregon 97423

G. W. Woodward, Inc.

OFFICE: HIGHWAY 42 SOUTH

PHONE Office 396-3010
Plant 396-2991

P. O. BOX 458
COQUILLE, OREGON 97423

General Contractors

December 2, 1970

Oregon State Highway Commission
Salem, Oregon

Dear Sirs:

We are requesting an extension of time on Contract #7431 for the following reasons:

1. Contract was not awarded in ~~30~~ 20 day period. We received a call from the Highway Dept. Contracting office asking us if we would accept said contract if time ran over ~~30~~ 20 days. We responded verbally yes, if consideration of time extension would be given us if we got caught with bad weather. ~~We did not receive contract documents until September 6, 1970.~~

2. Enclosed is our grading and concrete subcontractor's request on his phase of the project, equals 14 calendar days.

3. Upon the request of Mr. Keasey, November 5th, we stopped paving operations due to the first sample of A/C aggregate not passing specs. This cost us 8 days. Could have resumed paving November 14th.

4. The time delay from the lab at Salem to test new sample of rock plus the delay for mix design from lab placed us in the rainy season. The weather has not permitted the placing of last 2" lift since receiving the mix design.

5. The public has not been hindered on this project beyond the time allowed for completion. The street is in excellent condition for 100% use and has been since the deadline. We are patiently waiting a half day decent weather to complete project.

Sincerely,

G. W. WOODWARD CO., INC.

G. W. Woodward

GWW/jg
encl.

Laskey-Clifton Co.

Construction — Equipment Rental

721 Elm Avenue Phone 271-2213

REEDSPORT, OREGON 97467

November 10, 1970

Oregon State Highway Commission
Salem, Oregon 97310

Gentlemen:

We are requesting fourteen calendar work days extension on Contract No. 7431 for the following reasons.

Section 108.04 of Contract. The City Forces were to install water line in three work days prior to surfacing. Their schedule was as follows:

City installed temporary water system - September 14, 1970

Water main should have been complete:
- October 6 - City started installation of water main.
- October 7 - City laid water main.
- October 8 - City laid water main.

Six calendar days extension:
- October 9 - City laid water main.
- October 12 - City laid water main.
- October 13 - City laid water main.
- October 14 - City laid water main.

Two calendar days extension:
- October 19 - City repaired leak in water main that had leaked since they laid it. (Soaked up our grade).

Two calendar days extension:
- October 29 - Cap came off end of 6" water main, thrust block gave way (Note trust block was 5½" x 5½" x 17"). Soaked up our grade again.

One calendar day extension:
- October 30 - City dug for leak in water main, through 4" base lift of asphalt.

The pipe ditch was poorly compacted and when the water line leaked it turned to mush. Our grader got stuck in it and sunk to the axle. We are not asking for compensation for the extra cost to us to firm up the grade, but merely an extension of time for the time lost.

We removed extra concrete on November 2 and 3 Force Account which cost us three calendar days.

Laskey-Clifton Co.

Construction — Equipment Rental

721 Elm Avenue **Phone 271-2213**

REEDSPORT, OREGON 97467

We felt our schedule was ample to complete the project on time. Due to the water problem, we had to re-work our grade after they layed the water main. We found the City of Coquille very co-operative, but they have a small crew and were quite busy with building the balance of 5th Street. These delays put us further into the rainy season, which also cost us time.

Our agreement with G. W. Woodward Co. was to complete our part of the project and give him five days to complete his part.

Very truly yours,

LASKEY-CLIFTON CO.

Don Laskey

Don Laskey

DL/dm

306-1722
7431

FORM S-1 (REV. 10-68)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Coquille (5th Street)		WEEK ENDING: January 22, 1971
		SECTION PREFIX: 306-1722
HIGHWAY: City Street		COUNTY: Coos
NAME OF JOB: Coquille (5th Street)	KIND OF WORK: Grading and Paving	
CONTRACTOR: G. W. Woodward Company, Inc.	CONTRACT NUMBER: 7431	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: August 25, 1970	DATE WORK STARTED: September 14, 1970	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 50	CALENDAR DAYS USED 87
PROJECT AUTHORIZATION: $ 39,923.38	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 174
EXCLUSIVE OF ENGINEERING: $ 36,436.62	ENGINEERING AUTHORIZATION $ 3,486.76	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 34,775.54	ENGINEERING COST TO DATE $ 3,360.78	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100
ESTIMATED PERCENT: UNDERRUN 4.78%	PERCENT OF AUTHORIZATION 96%	DATE PROJECT WAS COMPLETED: December 23, 1970

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
None	100	100	None	100	None		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.11				0.11
MILES PARTIALLY COMPLETED					
MILES COMPLETED	0.11				0.11
TOTAL ESTIMATED QUANTITIES (CONTRACT)	100%				2,820 Sq.Yd.
TOTAL QUANTITIES CORRECTED TO DATE	100%				2,586 Sq.Yd.
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	100%				2,586 Sq.Yd.
AVERAGE DAILY QUANTITIES	0				0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Rain	0		
MONDAY	Rain	0		
TUESDAY	Rain	0		
WEDNESDAY	Fair	0		
THURSDAY	Rain	0		
FRIDAY	Rain	0		
SATURDAY				

Routing
Norman
Parker
Bond
Walker
Boehme
Johnsen
Ryan
Litchfield
Gallagher
Stein

RECEIVED
JAN 25 1971
CONSTRUCTION DIVISION

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	No Work
MONDAY	No Work
TUESDAY	No Work
WEDNESDAY	No Work
THURSDAY	No Work
FRIDAY	No Work
SATURDAY	No Work

REMARKS

Semi-Final Estimate is completed and will be forwarded to the Region Office first part of next week.

Final Report

SIGNED Bobby W. Johnson LOCATION Coquille

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

BD-2216

RECEIVED
OCT 19 1970
FOR FILING
306-1722
7431

Edwards

97

Clifford Grimmell
P. O. Box 404
Coquille, Oregon 97423

October 8, 1970

Mr. R. L. Porter, State Highway Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Porter :

I thank you for your prompt attention to my problems steming from the Fifth Street Project in Coquille. Mr. Bobby Johnson contacted me and we were able to reach an equitable solution to our difficulties. Mr. Johnson was very helpful and I foresee no future problems.

Sincerely,

Clifford Grimmell

Clifford Grimmell

Copy to Al Johnson
Morgan
Reed Lee
Bobby Johnson
10-14-70

NOTED
JOHN EDWARDS

NOTED
A. E. JOHNSON

RECEIVED
OCT 12 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 6 - 1970
FOR FILING

306-1722
7431

October 6, 1970

97

Mr. Clifford Grimmell
Post Office Box 404
Coquille, Oregon 97423

Dear Mr. Grimmell:

I understand that you were contacted on September 28 by our Resident Engineer, Mr. Bobby Johnson, regarding the construction work on 5th Street in Coquille. Mr. Johnson indicated that he had discussed your problems with you and that you now have a better understanding about the new construction.

If you have any further problems related to this project, please feel free to contact Mr. Johnson in Coquille.

Very truly yours,

R. L. Porter
State Highway Engineer

By

Tom Edwards
Deputy State Highway Engineer

cc R. L. Porter
A. E. Johnson
F. D. Morgan
C. T. Keasey
Bobby Johnson

JQII/cw:JAB:fw ms

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Coquille, Oregon
September 29, 1970

SUBJECT: Coquille (5th Street) Section
City Street
Contract No. 7431

To: C. T. Keasey
Regional Engineer
Roseburg, Oregon

Attn: John Quiner II, Reg. Const. Eng'r.

As per our telephone conversation yesterday, September 28th, and in accordance with Mr. John Bond's letter of September 28, 1970, concerning alledged complaints by Mr. and Mrs. Grimmel, property owners on 5th Street, please be advised as follows:

I contacted Mr. Grimmel at his office at approximately 8:00 a. m. this date and discussed with him the various complaints mentioned in their letter to Mr. R. L. Porter.

(1) (Lack of interest and cooperation by the office.) When I discussed this matter with Mr. Grimmel he informed me that employees in this office had always been polite to him but that he had not been able to get anyone to commit themselves concerning the grade of his driveway. After further discussion I discovered that he had discussed this matter with employees in this office prior to the final approval or advertising of the project. I explained to Mr. Grimmel that probably at that particular time our location data was in the Salem office and that the people he talked with did not know the proposed grade without checking the data. While talking with Mr. Grimmel this date I showed him a profile of his driveway as it would be constructed and he indicated that he was satisfied with same. In discussing this matter with my draftsman, Mr. Howard Hamilton, he advised me that Mr. Grimmel, while in this office, was shooting down not only the Highway Division but the Coquille City Council, Mayor and other officials of the City for not knowing their business about building streets and roads. I personally feel that he is most perturbed about the assessment by the City of Coquille.

(2) (Shrubs to be left and have since been removed.) I explained to Mr. Grimmel that we had no objections to their removing shrubs from the existing right of way if the City had no objections, but that we could not hold up the contractor's clearing operations. Mr. Grimmel advised me that this was his wife's idea and that he wasn't concerned about the loss of the shrubs. The shrubs in question were on City right of way.

(3) (Slopes changed from 1:1 to 2:1.) I informed Mr. Grimmel that we had not changed the fill or cut slopes from the original design and that I had the preliminary cross sections in this office that we prepared and submitted to our Salem office in May of this year and he was most welcome to come in and look at same. I advised him that we never build 1:1 fill slopes with common dirt material. Mr. Grimmel replied by saying that fills shouldn't be built any steeper than 2:1. I believe that he was misinformed about slopes at a public hearing held by the City of Coquille. In a meeting held with the City of Coquille and Highway Division personnel on May 14, 1970, the City was advised that the cut slopes would be constructed on a 1:1 slope. I don't recall any mention about fill slopes. This was probably mentioned at the public hearing at which Mr. Grimmel may or may not have been misinformed.

(4) (Better communications and regard for peoples interests by State representatives.) I explained to Mr. Grimmel that he was most welcome to visit my office or telephone and that we would do our best to explain and or help solve any problems that we possible could.

Mr. Grimmel thanked me for getting in touch with him and advised me that he would be writting to the Salem office and advising them that I had contacted him and helped to explain what was going to take place in regards to the street improvement on 5th Street.

I informed Mr. Grimmel that should additional problems arise to please contact my office in person or telephone and that if I wasn't in to leave word and I would get in touch with him.

Incidently, Mr. Grimmel is employed by the State of Oregon (State Tax Commission, Timber Maintenance).

Bobby D. Johnson
Resident Engineer

BDJ:obb

Mr. and Mrs. Clifford C. Grimmell
P.O. Box 404
Coquille, Oregon 97423

Edwards

Mr. R. L. Porter
State Highway Engineer
State Highway Building
Salem, Oregon 97310

Dear Sir:

I am having difficulty getting cooperation with your Coquille Office. I have a house on Fifth Street in Coquille. The house is on a two block State Aid Project. As a resident I have attempted to keep informed in order to understand the project and to protect my property. (I do not understand why I am put in a position that I must protect my property but it seems that I am.)

My problem has been singularly a lack of interest by the District Office personnel in Coquille. I have had excellent cooperation from the City Officals but nothing but lip service, lack of information and mis-information from your representatives.

My main concern is for access into my garage. My driveway is at approximately 12% now. If a level grade was provided it would increase to approximately 22%. I explained this to your people. They seemed to agree this was about right. I asked that consideration be given to the access to my garage in surface and design. I was not given any assurances or other information. I would like a commitment by you. This is especially true as when I was casually talking with the contractor I was told State policy was just to match the existing driveway with the new road. This may produce a sharp incline; so sharp that a standard passenger car would not be able to use it without damage to the car. I am asking you to prevent such an occurance.

I have been given "bum dope" on shrubs that would be left and have since been removed. The State personnel were talked to abput the shrubs when they were putting in the stakes and thet assured us that the shrubs would be alright where they were. When the contractor arrived , the foreman was talked to about the shrubs and he assured us that they wouldn't need to be moved. He explained that he would be the one doing the blade work and so he would make sure they weren't bothered. This same gentleman, by 9A.M. Monday morning, had bladed all the shrubs completely off. Here we had talked to both your representatives and the contractor concerning our shrubs and had been assured they'd be fine. Now they're gone. I feel they should be replaced with kind.

When the City was concidering the two block State Aid Project, State Highway personnel placed the survey stakes at intervals along Fifth Street. After the City began the

Johnson
Ed

project, State personnel came and moved the stakes. When asked why they were moved we were told that the stakes were replaced because they had been moved by children when the truth was that after the public hearing and the bid had been let that the slope was changed from 1:1 to 2:1. This is a case of deliberate mis-infirmation. It isn't right that your representatives can say one thing and do another. We clearly need better communications and a regard ror peoples interats by your representatives. We request your help in seeing that such communications and regard are established.

Your immediate attention would be appreciated, as construction progresses every day.

Thank you for your time and assistance.

Sincerely,

Mr. and Mrs. Clifford Grimmell

Mr. and Mrs, Clifford Grimmell

copy sent to Senator Sam Dement

RECEIVED
SEP 23 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 12 1970
FURNISH-
306-1722
7431

August 25, 1970

G. W. Woodward Co., Inc.
Highway 42
Coquille, Oregon 97423

AGENDA
SEP 30 1970
3K

Gentlemen:

The State Highway Commission on July 31, 1970, accepted your proposal for grading and paving on 5th Street in the City of Coquille in Coos County for the sum of $38,144.78 and referred it to the State Highway Engineer with authority to award the contract as soon as approval of the City of Coquille is received and the sum of $19,535 is deposited by the City.

On July 31, 1970, Mr. L. H. Young, Program and Planning Engineer, talked to you by phone concerning deleting Item 6 from this contract (Concrete Walks in the amount of $3,427.20). You indicated to Mr. Young that you would accept the contract under this condition. With Item 6 deleted, the total amount of the contract is $34,717.58. The State Highway Engineer today awarded to you the project which has been assigned Contract No. 7431.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar workday count on this contract will begin September 5, 1970.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Assistant Secretary

CWH:cr
Enclosures

bc: Pacific Builder & Engr., Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle, Wn., & Portland, Ore.
F. D. Morgan
I. D. Merchant
C. T. Keasey
Bobby Johnson
William Geibel (SAIF)

RECEIVED
AUG 27 1970
FOR FILING

OREGON STATE HIGHWAY DIVISION

306-1722

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 378-4516

August 24, 1970

Copies to Young Gurney COX 8-27-70

Mr. G. W. Woodward
G. W. Woodward Company, Inc.
Highway 42, Box 458
Coquille, Oregon 97423

Dear Mr. Woodward:

Re: Coquille (5th Street) Project
Proposals opened July 23, 1970

This letter is written to confirm your telephonic conversation of August 21 with Mr. R. W. Ellison, Assistant Program and Planning Engineer, wherein you agreed to extend your bid proposal on the Coquille (5th Street) project for an additional ten days beyond the thirty-day period allowed for award by the standard specifications. It is understood that this extension is made without additional cost to the State.

The thirty-day award period specified by the standard specifications includes August 22, 1970; thus, the ten additional days noted above will extend your proposal through September 1, 1970. An extension of time equal to the number of days elapsed beyond August 22, 1970, until actual date of contract award, will automatically be granted.

Any additional requests for contract time extension which are caused by weather and are sequential to delay in award of the contract will be given consideration by the Highway Commission.

Your signature below will verify concurrence in the above.

Very truly yours,

R. L. Porter
State Highway Engineer

By
E. B. Klaboe
Assistant State Highway Engineer

RECEIVED
AUG 27 1970
OFFICE OF
STATE HIGHWAY ENGINEER

I concur in the above.

Date Aug 25, 1970

G. W. Woodward

RECEIVED
AUG 27 1970
OREGON
STATE HIGHWAY COMMISSION

City of COQUILLE

August 21, 1970 Oregon

Mr. Oscar Norberg
Cities Engineer
Highway Building
Salem, Oregon 97310

Dear Mr. Norberg:

I acknowledge receipt of your letter of August 20 in re City of Coquille warrant #2220 in the amount of $15,520.

The First National Bank of Portland, Coquille Branch, authorized me to inform you that they will accept that warrant at par value at once, so if your Department requires cash at once you may go this route.

We would prefer that the project be accomplished without disturbing any other funds or requiring any budgetary transfers at this time, and it is for this reason that we resorted to the warrant rather than a cash payment, which resort your letter indicated was open to us.

Thank you for your cooperation.

Yours very truly,

J F Hall

City Manager

JFH:MM

Query
Skoog
Young
} 8-24-70 Project now clear for award!

RECEIVED
COUNTY & CITY SECTION
AUG 24 1970
☑ CMSR. ☑ COOR. ☐ OE ☒ AE ☑ ME
☑ MPE ☑ CE ☐ RE ☐ RPE ☐

City of

COQUILLE

Oregon

97423

August 19, 1970

Oregon State Highway Division
State Building
Salem, Oregon 97310

Attention: Oscar H. Norberg
Cities Engineer

Gentlemen:

As instructed in your letter of August 3, 1970 we enclose herewith City of Coquille Warrant No. 2220 payable to Oregon State Highway Division in the amount of $15,520.00, being the City's estimated share of the cost of the 5th Street improvement.

Yours very truly,

D F Hall

City Manager

JFH:MM
Encl.

RECEIVED
COUNTY & CITY SECTION
AUG 20 1970
☐ ENGR. ☑ COOR. ☐ OE ☐ AE ☑ BE
☑ BPE ☐ CE ☐ RE ☐ RPE ☐

August 3, 1970

Mr. J. F. Hall
City Recorder
City Hall
Coquille, Oregon 97423

Dear Mr. Hall:

The Contractor has agreed to delete the item of concrete walks from the contract. The anticipated cost based on the low bid is as follows:

Contractor's bid	$38,144.78
Less bid for concrete walks	3,427.20
	34,717.58
Anticipated additional items:	
Flagging (State share)	100.00
Extend and reconnect roof drain	50.00
	34,867.58
14% engineering and contingencies	5,055.80
	39,923.38
Estimated portion of preliminary engineering charged to project	598.00
	$40,521.38

If you want the bid accepted and a contract awarded, the City will have to deposit its estimated share of the cost. In which case, please forward, at your earliest convenience, a check or warrant to this office in the amount of $15,520, made payable to the Oregon State Highway Commission.

Very truly yours,

H. S. Cox
County and City Engineer

By: D. N. Harrell
for
Oscar H. Norbery
Cities Engineer

OHN:ljt

bc: L. H. Young
C. T. Kassey

RECEIVED
COUNTY & CITY SECTION
AUG - 3 1970

RECEIVED
AUG 3 - 1970
FOR FILING

306-1722
7431

July 31, 1970

G. W. Woodward Co., Inc.
P. O. Box 458
Coquille, Oregon 97423

Gentlemen:

The State Highway Commission today accepted your bid in the amount of $38,144.76 on the Coquille (5th Street) Section in Coos County, which you submitted on July 23.

The Commission referred the bid to the Engineer with authority to award the contract to you as soon as approval of the City of Coquille is received and the sum of $19,535 is deposited by the City. When these conditions have been fulfilled, we will let you know.

Very truly yours,

Floyd Quary, Secretary
OREGON STATE HIGHWAY COMMISSION

or

bc: F. D. Morgan
D. J. Barbee
I. D. Merchant
C. T. Keasey
Bobby Johnson
William Geibel (SAIF)

RECEIVED
AUG 3 - 1970
FOR FILING

306-11.122
1431

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 31, 1970

To:

SUBJECT:
Coquille (5th St.) Section

MEMORANDUM TO THE FILES

The successful bidder on the City of Coquille grading and paving project received July 23 was the G. W. Woodward Company of Coquille. When the County-City Section queried the city on acceptance of the bid, it was their thought that the bid was suitable if the sidewalk item of the contract was deleted.

This date, I telephoned Mr. Woodward and asked if he would take the job with Item 6 (Concrete Walks in the amount of $3,427.20) deleted from his contract. Mr. Woodward said that he would accept the contract under that condition. However, he pointed out that some fine grading costs were included in the sidewalk costs, and Mr. Woodward felt that he should not be expected to fine grade the area for the walks without placing the walks in the maneuver.

It was agreed that Item 6 could be deleted and the contract submitted with the arithmetic corrected on this basis.

L. H. Young
Program and Planning Engineer

LHY:ia

cc: F. B. Klaboe
Floyd Query
H. S. Cox
Vince Gallagher
V. A. Boyd

City of COQUILLE Oregon

July 28, 1970

Oscar H. Norberg,
Cities Engineer
Oregon State Highway Department
Highway Building
Salem, Oregon 97310

Gentlemen:

The Coquille City Council, at a special meeting on July 27, 1970 determined that it would be their desire that the bid of G.W. Woodward Co., Inc., of Coquille, be accepted and a contract awarded to provide the sidewalks, and the cost thereof be deleted.

Provided

We will forward our warrant as the City's estimated share as soon as you have checked and advised us whether our revised computation of that share is correct.

State Estimate	$19,536.00
Less Sidewalks	3,427.00
	$16,109.00

Will you please advise whether these figures are the City's correct share for purposes of our deposit.

Very truly yours,

J F Hall

City Recorder

JFH:MM

RECEIVED
COUNTY & CITY SECTION
JUL 30 1970
ENGR. DISTR. LE AE UE
UPE OE RE RPE

Coquille (5th St) Section
G.W. Woodward Co., Inc
Coquille, Oregon

Contractor's bid	35,144.78
less Concrete walks	3,427.20
Contr. bid with walks deleted	31,717.58
Anticipated additional items	
Flagging (state share)	100.00
Connect Roof drain	50.00
Total	31,867.58
plus 14½% Engrg & Contin.	5055.80
Total	39,923.38
Estimated portion of P. Engrng	598.00
	40,521.38
less 25,000	25,000
Advance pay't w/o Conc. walks	15,521.38

Say $15,520

Prelim. Engrng. 1600 × $\frac{14,922.38}{39,923.38}$ = 598

bc L. H. Young
C. T. Keasey

NOTED
H. S. COX

July 24, 1970

Mr. J. F. Hall
City Recorder
City Hall
Coquille, Oregon 97423

Dear Mr. Hall:

On July 23, 1970, the State Highway Commission opened bids on the 1970 Special City Allotment project on 5th Street in Coquille. The apparent low bid was submitted by G. W. Woodward Company, Inc. of Coquille.

The anticipated cost based on the low bid is as follows:

Contractor's bid		$ 38,144.78
Anticipated additional items:		
	Flagging (State share)	100.00
	Extend & Reconnect Roof Drain	50.00
	Total	$ 38,294.78
14½ engineering & contingencies		5,552.74
		$ 43,847.52
Estimated portion of preliminary engineering charged to project		688.00
	TOTAL ANTICIPATED COST	$ 44,535.52

This bid was 16% over the Engineer's estimate, so the City may want to ask the State to reject the one and only bid.

If you want today's bid accepted and a contract awarded, the City will have to deposit its estimated share of the cost. In which case please forward, at your earliest convenience, a check or warrant to this office in the amount of $19,536.00, made payable to the Oregon State Highway Commission.

Very truly yours,

H. S. Cox
County and City Engineer

By Oscar H. Norberg

Oscar H. Norberg
Cities Engineer

NOTED
P. B. Arnsmeier

NOTED
DON HARWELL

OHN:lat

GENERAL INSURANCE COMPANY OF AMERICA
4347 Brooklyn Avenue Northeast
Seattle, Washington 98105
SAFECO INSURANCE GROUP

I Phoned Sydings about Adv. Deposit 7/27/70

BID RESULTS

PROJECT #2 Estacada (Currin St.) Section
Estacada,
CLACKAMAS COUNTY

OWNER: Oregon State Highway Department

DATE: July 23, 1970 PAGE: 1 of 1

1. Parker N W. Construction Ore City 15,026
2. Portland Road & Dwy Portland 17,626
3. Oregon Asph Par Portland 17,644
4.
5.
6.
7.
8.
9.
10.
11.
12.
13.
14.

QUANTITY	DESCRIPTION		Item No.	#1 UNIT PRICE	#2 UNIT PRICE	#3 UNIT PRICE
2	Only Asphalt Street Connections		8			
L.S.	Gen'l Excav	All Spec 2700.00	1	2100	3576	2100
1200 Sq Yd	Coarse Agg Base 17½" thick	2.85	2	3096.00 Elim	3.25	3.15
1500 Sq Yd	" " " 9½" "	1.55	3	2176.00 1.45	1.75	1.83
2700 Sq Yd	¾-0 Agg Base 2" Thick	0.40	4	999.00 .37	.40	.42
2700 S.Y.	Class "B" Asph Conc. 3½"	2.55	5	5076.00 1.88	1.85	2.05
100 Lin Ft	8" Sewer Pipe	4.20	6	400.00 4	5.50	4.25
5	Conc. Inlets Type G-1	150.00	7	790.00 158	140	165
2	Only Asphalt Street Conn.	60.00	8	270 135	100	150
		17,700		14,906		
	No Advance Deposit Req'd					
	letter written 7/23/70					

S-403 R9 3/69 PRINTED IN U.S.A.

SAFECO Insurance Company of America, registered trademark owner.

GENERAL INSURANCE COMPANY OF AMERICA
4347 Brooklyn Avenue Northeast
Seattle, Washington 98105
SAFECO INSURANCE GROUP

BID RESULTS

PROJECT # 17 North Plains (Commercial Ave.) Section
North Plains, WASHINGTON COUNTY

OWNER: Oregon State Highway Department

DATE: July 23, 1970 PAGE: 1 of 1

Part 3 —
#4 1. ~~Groveade Const Co. Inc~~

#1 2. Frady Const. Part ~~Co~~ Const 25,399

#2 3. Banks Rock Prod 25,568 60

#3 4. Hillsboro Gary Baker Const 26,847 40

5.

6.

7.

8.

Frady Const. Co. — Portland 9.

10.

11.

12.

13.

14.

QUANTITY		DESCRIPTION	Item No.	#1 UNIT PRICE	#2 UNIT PRICE	#3 UNIT PRICE
	L.S.	General Excavation 5,500 00	1	4.440	4213 50	8000
3,880	S.Y.	Coarse Aggr. Base, 12-1/2 Inches Thick 2.05	2	7760.00 2	1 80	1.78
3,880	S.Y.	3/4" - 0 Aggr. Base, 2 Inches Thick 0.30	3	1940 00 .50	.46	.40
3,880	S.Y.	Class "B" Asphalt Conc. 3-1/2 Inches Thick 2.10	4	9118 00 2.35	2 60	2 10
20	L.F.	12-inch Sewer Pipe 9 00	5	120 6	10	10
1	Only	Concrete Inlets, Type CG-1 250 00	6	175	43	250
1,060	L.F.	Concrete Curbs 1 70	7	1696 00 1 60	179	160
1	Only	Adjusting Inlets 75 00	8	150	125	95
				25,399		
		Flagging		300 00		
				25,699 00		
		14½%		3,726.35		
2437		X 4425.35 / 29,425.35 = 366 50		29,425.35 367		
				29,792.35		
		letter written 7/23/70 Deposit		4792 00		
		Name & address low Bidder				

S-403 R9 9/69 PRINTED IN U.S.A.

SAFECO Insurance Company of America, registered trademark owner.

GENERAL INSURANCE COMPANY OF AMERICA
4347 Brooklyn Avenue Northeast
Seattle, Washington 98105
SAFECO INSURANCE GROUP

BID RESULTS

PROJECT # 4 Coquille (5th St.) Section
Coquille,
COOS COUNTY

OWNER: Oregon State Highway Department

DATE: July 23, 1970 PAGE: 1 of 1

1. G W. Woodward Co Inc Coquille 38,144 78
2.
3.
4.
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14.

QUANTITY	DESCRIPTION	Item No.	#1 UNIT PRICE	#2 UNIT PRICE	#3 UNIT PRICE
	L.S. General Excavation 7330.00	1	8600		
2,820	S.Y. Cl. "C Mod." Asph. Conc. 10" thick 5.25	2	18,950.40 6.72		
86	L.F. 8-inch Sewer Pipe 3.75	3	479.88 5.58		
1	Only Conc. Inlets, Type CG-1 175.00	4	272.25		
1	Only Conc. Inlets, Type G-1 150.00	5	199.65		
420	S.Y. Concrete Walks 6.00	6	3427.20 8.16		
140	S.Y. Concrete Driveways 6.50	7	1244.60 8.89		
40	S.Y. Conc. Surfacing 6.50	8	338.80 8.47		
1,200	L.F. Conc. Curbs 3.50	9	4032.00 3.36		
3	Only Asphalt Street Connections 200.00	10	600.00 200		
	32,796.50		38,144.78		
	Anticipated additional items Flagging 100.00		150		
	Connect Roof Drain 50.00		38,294.78		
	~~Flagging 100, Signing & Striping 3,100, Const. footpaths 1500~~ 14½%		5552.74		
	38,144.78 = 1.163 16% overrun		~~4700~~ 43,847.52		
	32,796.50		~~43,847.52~~ 43,844.78		
	Prelim. Engrng 1600 x 18,848 / 43,848 = 688 — 14 Prc. Engrng		688		
	Total Anticipated Cost		44,535.52		
	Deposit by City		19,536.52		

S-403 R9 9/69 PRINTED IN U.S.A.

® SAFECO Insurance Company of America, registered trademark owner.

North Plains	334-1441	901	1697.42
		905	512.94
		911	195.99
		921	32.60
			2436.94
	334-1717	911	384.72
	334-1717	911	345.08

$2437 \times \frac{4425}{29425} = 367$

Coquille	306-1477	901	886.77
		905	576.12
		921	137.92
			1600.51
	306-1722		

Estacada	303-1451	901	658.23
		905	360.31
		Tot	1018.54
	303-1718		

OREGON STATE HIGHWAY DIVISION
MATERIALS DIVISION

PRELIMINARY BITUMINOUS MIXTURES DESIGN

RECEIVED
JUN 17 1970
ENGINEER
COUNTY & CITY DIVISION

Laboratory No. 930350
Data Sheet No. 55230
Prefix 306-1477-910
Amount Charge $280.00
Date Received 5/27/70
Date Reported

Project Coquille (5th St.) Mix Type-Class Modified "C" Mix
Contractor: Prime _____ Contract No. _____ Fed.-Aid No. _____
Paving _____
Engineer: Division C. T. Keasey Resident B. D. Johnson
Aggregate: Source Glen Aiken Quarry & Bullards Pit. Type Quarry & Terrace
Asphalt: Brand Chevron Grade 60/70

MIX DESIGN PROPORTIONS: (½ - ¼) Sample #929441 and Terrace Gravel Sample #928375 & 929443

Agg. Size	Lab ½ - ¼	Lab Terrace Gravel		Comb. Agg. Dry Sieve	Comb. Agg. Gradation - test sample washed by Rotarex	RECOMMENDED MIX PROPORTIONS Wearing Surface	Base Course	Shoulder Course	P.M.B.B. Course
% Comb.	44	56							
1½									
1									
¾									
½	1	1				*			
3/8	17	2		9.6	9.4	8.8	8.7		
¼	61	5		29.6	29.0	27.2	27.0		
4	14	6		9.6	9.4	8.8	8.7		
10	#4 7	18		11.8	11.5	10.7	10.7		
40		52		30.1	29.5	27.6	27.4		
200		15		8.5	9.4	9.0	8.9		
P200		1		0.7	1.6	1.6	1.6		
No.Ave.	1	1							
Asphalt content, including .05 % retention						6.3	7.0		

COMPACTION CONTROL AND VOID CONTENT DATA:

Mix type - course	Wearing	Base	Shoulder	P.M.B.B.
Bulk Sp. Gravity @ 100% Compaction	2.34	2.35		
Mix Design % Voids @ 100% Compaction	4.0	2.5		

MIX DESIGN TEST DATA:
Resistance to Deformation and Cohesion; (ASTM-D1560 and 1561)

Asphalt content (%) Chevron 60/70	5.0	5.5	6.0	6.5	7.0
" film thickness	Suff.	Suff.	Suff.	Suff-Th.	Thick
Stability Value @ 1st Compaction	32	33	33	29	29
Cohesion " " " "	290	322	332	376	464
Bulk Sp. Gravity @ 1st Compaction	2.22	2.24	2.26	2.28	2.30
Percent Voids " " "	10.8	9.3	7.8	6.2	4.6
Stability Value @ 2nd Compaction	44	42	41	30	29
Bulk Sp. Gravity @ 2nd Compaction	2.29	2.31	2.33	2.34	2.35
Percent Voids " " "	8.0	6.5	4.9	3.7	2.5
Real Gravity @ 0% Vrids	2.49	2.47	2.45	2.43	2.41

Effect of water on Cohesion of Compacted Bituminous Mixtures (AASHO-T-165)

Asphalt content (%) Chevron 60/70	5.0	6.0	7.0	
Index of retained strength (%)	42	48	71	

copy to Glenn

Files
S. & C.
Const
Keasey
Swenson
Van Cleave
B. Johnson

Note: Due to material variations during production this mix is subject to field adjustments.

*Test results indicate that an asphalt anti-stripping additive or filler such as portland cement or lime is required for use of this mixture in wearing surface paving. The mix has inadequate asphalt-aggregate adhesion, wet strength, at the wearing surface recommended asphalt content.

John C. Jenkins
Engineer of Materials

OREGON STATE HIGHWAY DIVISION
MATERIALS DIVISION

PRELIMINARY BITUMINOUS MIXTURES DESIGN

Laboratory No. 930350
Data Sheet No. 55230
Prefix 306-1477
Amount Charge
Date Received 5/27/70
Date Reported

Project Coquille (5th St.) Mix Type-Class Modified "C" Mix
Contractor: Prime Contract No. Fed.-Aid No.
Paving
Engineer: Division C.T. Keaser Resident R.D. Johnson
Aggregate: Source Glenn Aiken Quarry & Carter Pit Type Quarry & Terrace
Asphalt: Brand Chevron Grade 60/70

MIX DESIGN PROPORTIONS: (½-¼) Sample #929441 and Terrace Gravel Sample #928376

Agg. Size	Lab ½-¼	Lab. Terrace Gravel		Comb. Agg. Dry Sieve	Comb. Agg. Gradation - test sample washed by Rotarex	RECOMMENDED MIX PROPORTIONS Wearing Surface	Base Course	Shoulder Course	P.M.B.S. Course
% Comb.	44	56							
1½									
1									
¾									
½	1	2				*			
3/8	17	2		11.2	11.0	10.3	10.3		
¼	61	5		29.6	29.1	27.4	27.2		
4	14	5		9.0	8.4	8.4	8.3		
10	P4 7	29		14.7	14.5	13.7	13.6		
40		47		26.8	26.4	24.9	24.7		
200		14		8.2	9.0	8.5	8.4		
P200		1		0.5	1.1	1.0	1.0		
No.Ave.	1	1							
Asphalt content, including 0.3 % retention						5.8	6.5		

COMPACTION CONTROL AND VOID CONTENT DATA:

Mix type - course	Wearing	Base	Shoulder	P.M.B.S.
Bulk Sp. Gravity @ 100% Compaction	2.40	2.39		
Mix Design % Voids @ 100% Compaction	2.6	1.6		

MIX DESIGN TEST DATA:
Resistance to Deformation and Cohesion; (ASTM-D1560 and 1561)

Asphalt content (%) Chevron 60/70	4.5	5.0	5.5	6.0	6.5
" film thickness	Dry-Suff.	Suff.	Suff.	Suff.	Suff-Thick
Stability Value @ 1st Compaction	25	28	25	25	19
Cohesion " " " "	289	317	507	528	576
Bulk Sp. Gravity @ 1st Compaction	2.29	2.31	2.33	2.35	2.34
Percent Voids " " "	8.8	7.2	5.7	4.1	3.7
Stability Value @ 2nd Compaction	35	35	23	23	4
Bulk Sp. Gravity @ 2nd Compaction	2.35	2.37	2.39	2.40	2.39
Percent Voids " " "	6.4	4.8	3.2	2.0	1.6
Real Gravity @ 0% Voids	2.51	2.49	2.47	2.45	2.43

Effect of water on Cohesion of Compacted Bituminous Mixtures (AASHO-T-165)

Asphalt content (%) Chevron 60/70	4.5	5.5	6.5	
Index of retained strength (%)	57	58	80	

Note: Due to material variations during production this mix is subject to field adjustments.

*Test results indicate that an asphalt anti-stripping additive or filler such as portland cement or lime is required for use of this mixture in wearing surface paving. The mix has inadequate asphalt-aggregate adhesion, wet strength, at the wearing surface recommended asphalt content.

John C. Jenkins
Engineer of Materials

Form E-69—SM—1-65

OREGON STATE HIGHWAY DEPARTMENT
MATERIALS DIVISION LABORATORY RECORD

Modified Class "C" Asphalt Concrete Specifications

Laboratory No. 930350
Data Sheet No. 55230
Prefix 306-1477-910

Project Coquille 5th. St.
Highway City street
Contractor ..... No. .....
Submitted by R.J. Van Cleave
Source of material Glen Aiken Quarry (½-¼), Bullards P.t and Gates P.t Terrace Gravel
Sampled or inspected at Beal & Maude 6.8.70
Sampled or inspected by .....

Amount charge .....
Dept. invoice No. .....
Date received .....
Date reported .....
To be used .....
Quantity represented .....

The following changes in the standard specifications are required for the use of Basalt coarse aggregate #929441, and Terrace Gravel #928375-6 in a modified class "C" asphalt concrete.

Section 403.11 – Add the following gradation for modified class "C" mixes.

(¾-½), 0-5 (¼-10), 17-29 (40-200), 5-14 p200, 1-7
(½-¼), 30-48 (10-40), 15-37 asphalt cement 4.5-7.5

Section 703.08 (b-1) Delete the abrasion and degradation requirements and replace with the following: Prospective source of coarse aggregate

1. Glenn Aiken Quarry, East of Coquille

In investigating and considering for use any prospective source of coarse aggregate other than the one listed above, the contractor is advised that the material must be of equal or better quality than that obtainable from the above described source and must meet with the approval of the engineer.

Section 703.08 (b-3) Add following the first paragraph:

Modified class "c" mix seperate size – ½"-¼"

In the table following the second paragraph change the 0-15% passing ¼ inch to 0-25% passing ¼".

Section 703.08 (c) Add the following:

Prospective source of fine aggregate

1. Bullards P.t, ⅛ mile south of Bullards Bridge.
2. Gates P.t, 2 miles North of Bullards Bridge.

In investigating and considering for use any prospective

next page —

REPORT TO:

- 0 Bureau of Public Roads
- 0 Construction Engineer
- 0 Maintenance Engineer
- 0 Bridge Engineer
- 0 Requisition Office
- 0 Division Engineer
- 0 Resident Engineer
- 0 Dist. Maint. Supt.
- 0 Foreman
- 0 Files

RECOMMENDATION:

Material as represented by this sample does, does not comply with specifications.

John C. Jenkins

Form E-60—6M—1-65

OREGON STATE HIGHWAY DEPARTMENT
MATERIALS DIVISION LABORATORY RECORD

Laboratory No. 930350
Data Sheet No. 55230
Prefix 306-1477-910
Amount charge
Dept. Invoice No.
Date received
Date reported

Modified Class "C" Asphalt Concrete Specifications

Project Cornelius 5th St.
Highway City Street
Contractor No.
Submitted by R.J. VanCleave
Source of material Glen Aiken Quarry ½-¼, Bullards Pit and Gates Pit Terrace Gravel
Sampled or inspected at To be used
Sampled or inspected by Quantity represented

source of fine aggregate other than the two listed above, the contractor is advised that the material must be of equal or better quality than that obtainable from the above described source and must meet with the approval of the engineer.

Section 703.08 (C) Following the second paragraph change the fine aggregate oversize limit from 100% passing ⅜ inch and 85-100% passing ¼ inch to: Percentage passing ¼ inch sieve, 80-100.

Section 703.08 (C) Following the third paragraph add the percentage retained on No. 10 sieve for Modified C" mix; 22 – 50

REPORT TO:

- 0 Bureau of Public Roads
- 0 Construction Engineer
- 0 Maintenance Engineer
- 0 Bridge Engineer
- 0 Requisition Office
- 0 Division Engineer
- 0 Resident Engineer
- 0 Dist. Maint. Supt.
- 0 Foreman
- 0 Files

RECOMMENDATION:

Material as represented by this sample does, does not comply with specifications.

John C. Jenkins

Form E-61—SM—1-61

OREGON STATE HIGHWAY DEPARTMENT
Materials Division

Laboratory Report

Project	Coquille (5th St.) Section	Prefix No.	306-1477-910
Highway	City Street	County	Coos
Contractor	Contract No.	F.A. Project No.	
Submitted by	Bobby Johnson	Date Reported	June 16, 1970
		Laboratory Charges	$39.50

REPORT ON SAMPLE OF AGGREGATE

Source of material	Bullards Pit 1/8 mi. S. Bullards Bridge		
		Sampled at	Coquille stockpile
To be used	Plant mix bit base	Date received	May 29, 1970
Sampled by	Don Peterson	Quantity represented	5000 yds.
Date Sampled			

TEST RESULTS

Laboratory No.	928375	Type of material	Terrace gravel
Data Sheet No.	A11318	Screen opening Square	

GRANULOMETRIC ANALYSIS

Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Percent Passing
¾	0	0	
½	1	1	
3/8	2	3	
¼	5	8	
4	6	14	
10	18	32	
40	52	84	
80	14	98	
200	1	99	
P200	0.9	0.9	
P200	T-11	2.6%	
Total	100.0		

Abrasion, per cent wear, Los Angeles Rattler			
Specific gravity (Le Chatelier)	2.72		
Unit weight, dry rodded, lbs. per cubic foot			
Unit weight, loose, lbs. per cubic foot	100.4		
Fineness factor			
Sodium sulfate test, per cent loss			
Asphalt stripping: Natural fines			
Manufactured fines			
Plasticity index: Natural fines	N.P.	(0)	%
Manufactured fines			%
Liquid limit: Natural fines	N.P.	(22)	%
Manufactured fines			%
Fracture			%
Sand equivalent			
Oregon degradation: Pass No. 20			%
Height			in.
Strength test, per cent of standard mortar:			
Compression			%
Organic Material, color plate No.			

Material as represented by this sample (does) (does not) comply with specifications.

See Test Report No. 930350.

TEST REPORT DISTRIBUTION:
Bureau of Public Roads
X Construction Engineer
Maintenance Engineer
Bridge Engineer
Requisition Office
X Division Engineer Keasey
X Resident Engineer B. Johnson
Dist. Maint. Supt.
Foreman
X Geology and Soils
X Files
X Swenson
X R. J. Van Cleave

John C. Jenkins
Engineer of Materials

Form E-61—1M—1-61

OREGON STATE HIGHWAY DEPARTMENT
Materials Division

Laboratory Report

Project	Coquille (5th St.) Section	Prefix No.	306-1477-910
Highway	City Street	County	Coos
Contractor	Contract No.	F.A. Project No.	
Submitted by	Bobby Johnson	Date Reported	June 16, 1970
		Laboratory Charges	$39.50

REPORT ON SAMPLE OF AGGREGATE

Source of material	Gates Pit, N.W. ¼ of N.E. ¼ Sect. 8, T. 27 S., R. 14 W.		
	Sampled at Quarry site		
To be used	Plant mix bit base	Date received	May 29, 1970
Sampled by	Don Peterson	Quantity represented	5000 yds.
Date Sampled			

TEST RESULTS

Laboratory No. 928376 — Type of material Terrace gravel
Data Sheet No. A11317 — Screen opening Square

GRANULOMETRIC ANALYSIS

Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Percent Passing
1½	0	0	
1	1	1	
¾	1	2	
½	2	4	
3/8	2	6	
¼	5	11	
4	5	16	
10	23	39	
40	46	86	
80	13	99	
200	1	100	
P200	0.5	0.5	
P200	T-11	4.2%	
Total	100.0		

Abrasion, per cent wear, Los Angeles Rattler	
Specific gravity (Le Chatelier)	2.71
Unit weight, dry rodded, lbs. per cubic foot	
Unit weight, loose, lbs. per cubic foot	100.4
Fineness factor	
Sodium sulfate test, per cent loss	
Asphalt stripping: Natural fines	
Manufactured fines	
Plasticity index: Natural fines N.P. (0)	%
Manufactured fines	%
Liquid limit: Natural fines N.P. (20)	%
Manufactured fines	%
Fracture	%
Sand equivalent	
Oregon degradation: Pass No. 20	%
Height	in.
Strength test, per cent of standard mortar:	
Compression	%
Organic Material, color plate No.	

Material as represented by this sample (does) (does not) comply with specifications.

See Test Report No. 930350.

TEST REPORT DISTRIBUTION:
Bureau of Public Roads
X Construction Engineer
Maintenance Engineer
Bridge Engineer
Requisition Office
X Division Engineer Keasey
X Resident Engineer B. Johnson
Dist. Maint. Supt.
Foreman
X Geology and Soils
X Files
X Swenson
X R. J. Van Cleave

John C. Jenkins
Engineer of Materials

Form E-61—SM—1-64

OREGON STATE HIGHWAY DEPARTMENT
Materials Division

Laboratory Report

Project	Coquille, 5th St.	Prefix No.	306-1477-910
Highway	City Street	County	Coos
Contractor	Contract No.	F.A. Project No.	
Submitted by	R. J. Van Cleave	Date Reported	June 16, 1970
		Laboratory Charges	$34.50

REPORT ON SAMPLE OF AGGREGATE

Source of material Woodwards (Bandon) Sampled at A/C Plant E. of Coquille

To be used Modified B or C Mix - Base & Top Date received June 9, 1970

Sampled by Beal & Maude Quantity represented

Date Sampled June 8, 1970

Sample No. 2

TEST RESULTS

Laboratory No. 929441 Type of material Crushed rock $\frac{1}{2}$ - $\frac{1}{4}$

Data Sheet No. A51089 Screen opening Square

GRANULOMETRIC ANALYSIS

Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Percent Passing
3/4	0	0	
$\frac{1}{2}$	1	1	
3/8	17	18	
$\frac{1}{4}$	61	79	
4	14	93	
P4	7	7	
P200		1.4%	
P200	T-11	2.9%	
Total	100.0		

Abrasion, per cent wear, Los Angeles Rattler		
Specific gravity (Le Chatelier)	2.84	
Unit weight, dry rodded, lbs. per cubic foot		
Unit weight, loose, lbs. per cubic foot	79.5	
Fineness factor		
Sodium sulfate test, per cent loss		
Asphalt stripping: Natural fines		
Manufactured fines		
Plasticity index: Natural fines		%
Manufactured fines		%
Liquid limit: Natural fines		%
Manufactured fines		%
Fracture		%
Sand equivalent		
Oregon degradation: Pass No. 20	31.88	%
Height	14.6	in.
Strength test, per cent of standard mortar:		
Compression		%
Organic Material, color plate No.		

Material as represented by this sample (does) (does not) comply with specifications.

See test report No. 930350.

TEST REPORT DISTRIBUTION:

- Bureau of Public Roads
- X Construction Engineer
- Maintenance Engineer
- Bridge Engineer
- Requisition Office
- X Division Engineer Keasey
- X Resident Engineer Bobby Johnson
- Dist. Maint. Supt.
- Foreman
- X Geology and Soils
- X Files
- X Swenson
- X R. J. Van Cleave

John C. Jenkins
Engineer of Materials

Form E-81—5M—1-64

OREGON STATE HIGHWAY DEPARTMENT
Materials Division

Laboratory Report

Project	Coquille, 5th St.	Prefix No.	306-1477-910
Highway	City Street	County	Coos
Contractor	Contract No.	F.A. Project No.	
Submitted by	R. J. Van Cleave	Date Reported	June 16, 1970
		Laboratory Charges	$ 45.50

REPORT ON SAMPLE OF AGGREGATE

Source of material Woodwards (Bandon) Sampled at A/C Plant E. of Coquille

To be used Modified B or C Mix - Base & Top Date received June 9, 1970

Sampled by Beal & Maude Quantity represented

Date Sampled June 8, 1970

Sample No. 2

TEST RESULTS

Laboratory No. 929442 Type of material Crushed rock ¼ - 10

Data Sheet No. A51089 Screen opening Square

GRANULOMETRIC ANALYSIS

Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Percent Passing
3/8	0	0	
¼	1	1	
4	13	14	
10	52	66	
40	27	93	
80	2	95	
200	2	97	
P200	3.3	3.3	
P200	T-11	7.3%	
		As recd.	
Total	100.0		

Abrasion, per cent wear, Los Angeles Rattler		
Specific gravity (Le Chatelier)	2.84	
Unit weight, dry rodded, lbs. per cubic foot		
Unit weight, loose, lbs. per cubic foot	85.3	
Fineness factor		
Sodium sulfate test, per cent loss		
Asphalt stripping: Natural fines		
Manufactured fines		
Plasticity index: Natural fines	8	%
Manufactured fines		%
Liquid limit: Natural fines	31	%
Manufactured fines		%
Fracture		%
Sand equivalent		
Oregon degradation: Pass No. 20	32.22	%
Height	13.4	in.
Strength test, per cent of standard mortar:		
Compression		%
Organic Material, color plate No.		

Material as represented by this sample (does) (does not) comply with specifications.

See test report No. 930350.

TEST REPORT DISTRIBUTION:

- Bureau of Public Roads
- X Construction Engineer
- Maintenance Engineer
- Bridge Engineer
- Requisition Office
- X Division Engineer Keasey
- X Resident Engineer Bobby Johnson
- Dist. Maint. Supt.
- Foreman
- X Geology and Soils
- X Files
- X Swenson
- X R. J. Van Cleave

John C. Jenkins
Engineer of Materials

Form E-61—5M—1-64

OREGON STATE HIGHWAY DEPARTMENT
Materials Division

Laboratory Report

Project	Coquille, 5th St.	Prefix No.	306-1477-910
Highway	City Street	County	Coos
Contractor	Contract No.	F.A. Project No.	
Submitted by	R. J. Van Cleave	Date Reported	June 16, 1970
		Laboratory Charges	$ 45.50

REPORT ON SAMPLE OF AGGREGATE

Source of material Woodwards (Bandon)

Sampled at A/C Plant E. of Coquille

To be used	Modified B or C Mix - Base & Top	Date received	June 9, 1970
Sampled by	Beal & Maude	Quantity represented	
Date Sampled	June 8, 1970		
Sample No.	2		

TEST RESULTS

Laboratory No. 929443 | Type of material Terrace Gravels
Data Sheet No. A51089 | Screen opening Square

GRANULOMETRIC ANALYSIS

Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Percent Passing
¾	0	0	
⅜	1	1	
¼	8	9	
4	5	14	
10	15	29	
40	49	78	
80	19	97	
200	2	99	
P200	0.9	0.9	
P200	T-11	2.7%	As rec.
Total	100.0		

Abrasion, per cent wear, Los Angeles Rattler			
Specific gravity (Le Chatelier)	2.66		
Unit weight, dry rodded, lbs. per cubic foot			
Unit weight, loose, lbs. per cubic foot	99.4		
Fineness factor			
Sodium sulfate test, per cent loss			
Asphalt stripping: Natural fines			
Manufactured fines			
Plasticity index: Natural fines	N.P.	(0)	%
Manufactured fines			%
Liquid limit: Natural fines	N.P.	(21)	%
Manufactured fines			%
Fracture			%
Sand equivalent			
Oregon degradation: Pass No. 20	6.91		%
Height	1.2		in.
Strength test, per cent of standard mortar:			
Compression			%
Organic Material, color plate No.			

Material as represented by this sample (does) (does not) comply with specifications.

See test report No. 930350.

TEST REPORT DISTRIBUTION:

- Bureau of Public Roads
- X Construction Engineer
- Maintenance Engineer
- Bridge Engineer
- Requisition Office
- X Division Engineer Keasey
- X Resident Engineer Bobby Johnson
- Dist. Maint. Supt.
- Foreman
- X Geology and Soils
- X Files
- X Swenson
- X R. J. Van Cleave

John C. Jenkins
Engineer of Materials

City of COQUILLE

Oregon 97423

May 21, 1970

NOTED
H. S. COX

Mr. H. S. Cox
County and City Engineer
Highway Building
Salem, Oregon 97310

Dear Mr. Cox:

Re: East 5th Street
Central Blvd. - Baxter Street
SCA project 1970

In the second paragraph of your letter of May 18 you make mention of sidewalks on one side only.

The Council, in a meeting with your representatives, decided they would request sidewalks on both sides of the street in the above improvement. This decision was confirmed by formal action in the Council Meeting of May 18.

I hope this tardiness of the decision will not inconvenience you.

Thank you for your patience.

Very truly yours,

CITY OF COQUILLE

By: City Recorder

JFH:MM

cc: Bob Johnson
Resident Engineer

RECEIVED
MAY 25 1970
ENGINEER
COUNTY & CITY DIVISION

Copy to D.J. Barbee

Noted
Oscar H. Norberg

NOTED
DON HARWELL

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

May 18, 1970

Mr. J. F. Hall, Recorder
City Hall
Coquille, Oregon 97423

Re: East 5th Street
Central Blvd.-Baxter Street
SCA Project - 1970

Dear Mr. Hall:

The City of Coquille and the State entered into a finance-construction agreement which was approved by the State Highway Commission on December 23, 1969, and certified by the Highway Commission Secretary on February 5, 1970, pertaining to the Special City Allotment project on East 5th Street in ~~Myrtle Creek~~ Coquille.

JJF

It has been determined in the interest of all parties concerned that the said agreement shall remain in full force and effect except that the contract will cover the usual items such as drainage, grading, base, paving, curbs and concrete walk on one side, on the two blocks between Central Blvd. and Baxter Street, instead of paving only for the first 9½ blocks east of Central Blvd. The 42-foot wide curbed street will have 8 inches of cement treated base with 2 inches of asphaltic concrete, as approved by the State Soils Department.

It is estimated that the approximate cost will be $30,200, which includes 20 per cent for construction engineering and contingencies. Of this amount, the Special City Allotment will be $25,000, leaving approximately $5,200 as the City's share, which includes the cost of curbs and concrete walk.

If the above proposed is agreeable to the City, please sign in the appropriate places below and return one signed copy. We will then incorporate the above changes in the construction plans, a copy of which will be sent later to the City for approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

APPROVED: City of Coquille

By: Billy E. Nelson
Mayor

By: J. F. Hall
Recorder

By: H. S. Cox
H. S. Cox
County and City Engineer

OHN:ljt

Copy to F. B. Klabos
D. J. Barbee

Noted
Oscar H. Norberg

RECEIVED
MAY 25 1970
ENGINEER
COUNTY & CITY DIVISION

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

Mr. J. F. Hall, Recorder
City Hall
Coquille, Oregon 97423

May 19, 1970

Re: East 5th Street
Central to Baxter Street
SCA Project - 1970

Dear Mr. Hall:

The Soils Department has given us an approved design for the subject section which requires a cement treated base. Our specifications require that each layer of such base shall cure before a vehicle will be permitted to use the section. For this reason, the State is asking the City to allow the contractor to close the street to traffic during the period necessary for the placement and curing of the cement treated base.

A copy of this letter signed in the appropriate places below will grant the permission requested.

Very truly yours,

H. S. Cox
County and City Engineer

By: Oscar H. Norberg
Oscar H. Norberg
Field Engineer

OHN:ljt

APPROVED: City of Coquille

BY Billy E. Nelson
Mayor

BY E. J. Hall
Recorder

NOTED
P. E. Admin.

NOTED
H. S. COX

RECEIVED
MAY 25 1970
ENGINEER
COUNTY & CITY DIVISION

Copy to D. J. Barbee

Noted
Oscar H. Norberg

NOTED
DON HARWELL

NOTED
H. S. COX

Mr. J. F. Hall, Recorder
City Hall
Coquille, Oregon 97423

May 18, 1970

Re: East 5th Street
Central Blvd.-Baxter Street
SCA Project - 1970

Dear Mr. Hall:

The City of Coquille and the State entered into a finance-construction agreement which was approved by the State Highway Commission on December 23, 1969, and certified by the Highway Commission Secretary on February 5, 1970, pertaining to the Special City Allotment project on East 5th Street in [redacted].

It has been determined in the interest of all parties concerned that the said agreement shall remain in full force and effect except that the contract will cover the usual items such as drainage, grading, base, paving, curbs and concrete walk on one side, on the two blocks between Central Blvd. and Baxter Street, instead of paving only for the first 9¼ blocks east of Central Blvd. The 42-foot wide curbed street will have 8 inches of cement treated base with 2 inches of asphaltic concrete, as approved by the State Soils Department.

It is estimated that the approximate cost will be $30,200, which includes 20 per cent for construction engineering and contingencies. Of this amount, the Special City Allotment will be $25,000, leaving approximately $5,200 as the City's share, which includes the cost of curbs and concrete walk.

If the above proposed is agreeable to the City, please sign in the appropriate places below and return one signed copy. We will then incorporate the above changes in the construction plans a copy of which will be sent later to the City for approval.

APPROVED: City of Coquille

By: _____
Mayor

By: _____
Recorder

Very truly yours,

Forrest Cooper
State Highway Engineer

By: H. S. Cox
H. S. Cox
County and City Engineer

OHN:ljt

NOTED
[illegible]

NOTED
[illegible]

FORM S-30 (REV 10-66)

RECEIVED
MAY 18 1970
ENGINEER
COUNTY & CITY DIVISION

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
May 15, 1970

To: MEMO TO THE FILES

SUBJECT: Coquille (5th St.)'Section
City Allotment Project
Coos County

As a result of George Wills' letter dated May 11, 1970, a meeting was set up with City of Coquille officials to discuss the State's construction of the two block section of 5th Street as a Special City Allotment project. This meeting was held on May 14, 1970 at the City Hall in Coquille. The following persons were present at this meeting.

John Quiner	O.S.H.D.
Bill Nelson	Mayor-Manager
Geo. F. Burr	Councilman
Bob Mason	"
H. H. Gray	"
Harry Slack	City Attorney
Bob McCarthy	O.S.H.D.
Ed Riley	Consulting Engineer
Bobby D. Johnson	O.S.H.D.
Art Davis	

The purpose of this meeting was to talk over all of the problems relating to getting this project under contract this year. I indicated to the city officials that we would make the survey as quickly as possible and submit it to Salem with hopes of getting it on the July 23 letting. They were advised that the power poles, telephone poles and water line would have to be relocated prior to advertising the project. They indicated that this could be done.

One question that arose during our discussion was, does the city have to pay for sidewalks if the total price of the project is less than the $25,000 Special City Allotment fund? The city further requested that Type A curbs and gutters be used rather than Type C curbs and gutters. It is my recommendation that Type A curbs and gutters be used since the new street will be constructed based on the State's design base thickness. Using this design, there will not be a future overlay planned.

Noted
Oscar H. Norberg

NOTED

There are several houses on the upper side of the street (north side) which have wooden steps from the street to the houses. These steps are generally in various conditions of disrepair. I requested that the city try to handle the replacement of these steps rather than including them in the project.

RW

The city has a waste area within approximately two blocks of the project where they will request that waste material be placed.

John Quiner II

JOHN QUINER II
Assistant Division Engineer

JQII/cw
cc H. S. Cox
D. J. Barbee
B. D. Johnson

RECEIVED
MAY 14 1970
FOR FILING

1-1
308-1722
1743

3379

May 13, 1970

Mr. J. F. Hall
City Recorder
City of Coquille
City Hall
Coquille, Oregon 97423

Dear Mr. Hall:

Thank you for your letter of May 6 concerning the East 5th Street paving project in Coquille.

As requested, we will revert back to the original two-block project between Central Boulevard and Baxter Street. We have assigned Mr. Bobby D. Johnson, Resident Engineer, to make the location survey as rapidly as possible.

Following this, we will consummate our agreements with you and attempt to still contract the work for completion this year. Whether or not we are successful in this attempt will depend on a number of items.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe - K3379
H. S. Cox
D. J. Barbee
C. T. Keasey
Bobby D. Johnson

City of COQUILLE

Oregon
97423

May 6, 1970

Mr. Forrest Cooper
State Highway Engineer
State Office Building
Salem, Oregon 97301

Dear Mr. Cooper:

Re: East 5th Street Paving
Attn: Mr. Klabor

Confirming our telephone conversation of this date, the Mayor and Council directed that I advise you of their decision to accept your original plan to pave the first two blocks of East 5th Street and there to expend all of the funds available in the grant.

The property owners East of Baxter Street have contended that a 42 foot street improved to your specifications would be confiscatory, and I must admit that considering the property values in that area there was considerable accuracy in their contention.

The Mayor and Council directed that I convey their appreciation of your original survey of the situation, and your correct decision on what should be done. We regret the delay occasioned by our local discussions of the problem. Thank you for your patience.

RECEIVED
MAY 8 - 1970
ENGINEER
COUNTY & CITY DIVISION

Very truly yours,

CITY OF COQUILLE

J F Hall

By City Recorder

5-8-70 JFH:MM
orig to Cox - Pilz
copy to Barlow

RECEIVED
MAY 8 1970
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
DON HARWELL

MAY 13 1970

5-11-70

PREFIX: 306-1477

306-1722
7431

NOTED
R. L. PORTER

LOCATION PROSPECTUS
COQUILLE (5th STREET) SECTION
CITY STREET - COOS COUNTY

Please destroy the original Coquille (5th Street) Section prospectus and attachment dated March 20, 1970 and replace with this prospectus and attachment.

HIGHWAY: 5th Street, City of Coquille. Not on Federal-aid or State system.

TERMINI: The westerly end of the project is at the intersection of 5th Street and Central Boulevard. The easterly end of the project is at the intersection of 5th Street and Baxter Street.

LENGTH: 0.11 mile.

PROGRAM: 1970 Special City Allotment Funds.

NARRATIVE: This will be a location survey to prepare plans, specifications and estimates for grading and paving a city street. Soils investigations will be conducted. Drainage problems are not anticipated. An economic analysis is not needed at this time.

TYPICAL SECTION: 42-foot curb-to-curb street section.

BASE: To be determined during survey.

MATERIAL: Commercial sources.

AGREEMENTS: Routine negotiations for a Special City Allotment project. Any utility adjustments are the City's responsibility.

ADD'L FACILITIES: None.

May 11, 1970
Attachment

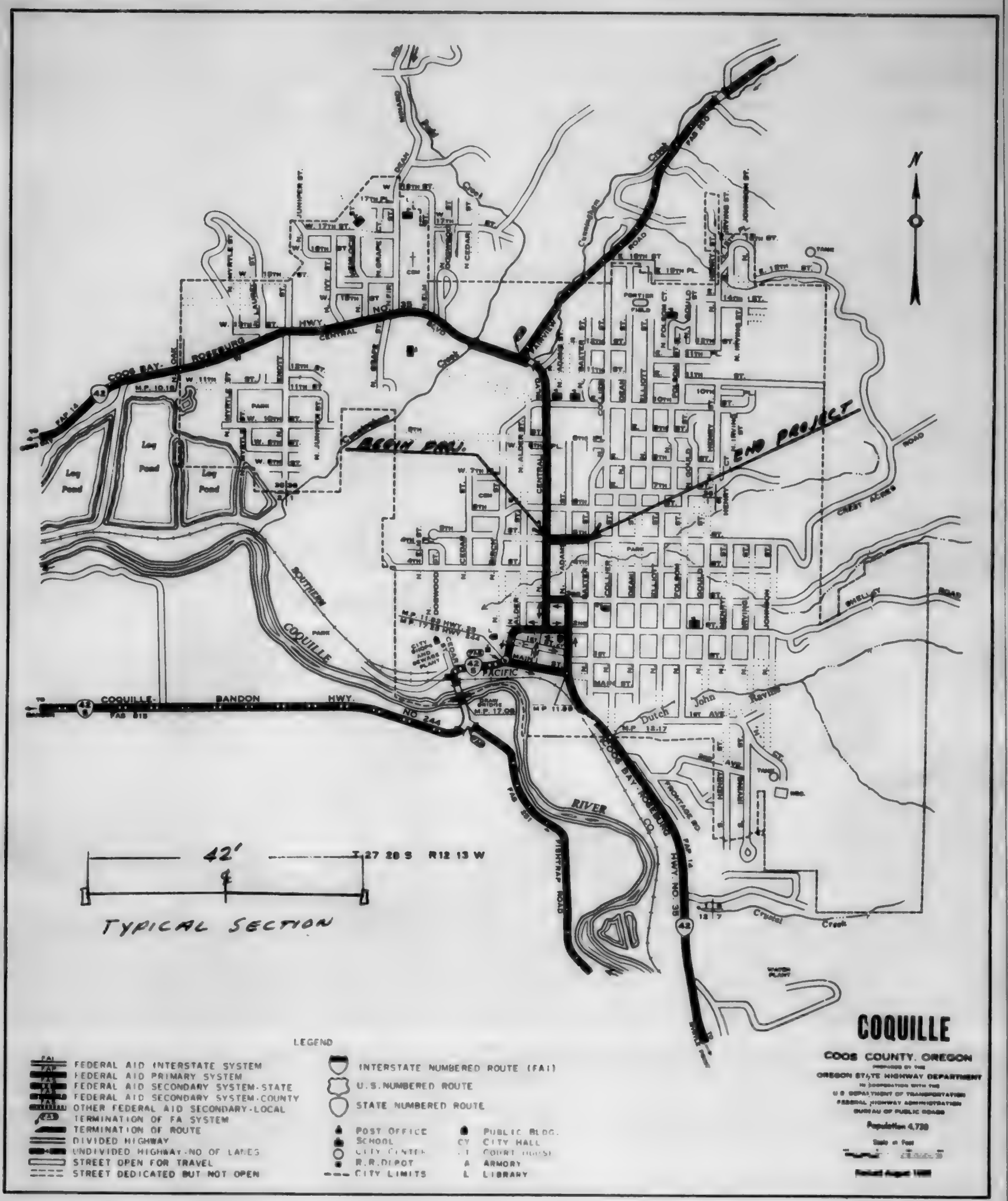
C.T. Keasey (3)
F. B. Klaboe
F. B. Crandall
Ivan Merchant (4)
L.H Young
H. S. Cox (2)
V. J. Johnson
Jack Rowland
W.H. Tebeau

Forrest Cooper
V.D. Wolfe
F.L. Hall
D.H. Moehring (3)
J. M. Cartwright (2)
B. L. Gifford
A.D. Olson
Robert Royer
F.E. Terpin

RECEIVED
MAY 12 1970
OFFICE OF
STATE HIGHWAY ENGINEER

Tom Edwards
D. J. Barbee
E. S. Hunter
F.D. Morgan
R.N. Chase
W.N. Hackleman
R.E. Olson
C.G. Swenson
F.W. Yarbrough (2)

NOTED
FORREST COOPER


N
42'
T 27 28 S R12 13 W
TYPICAL SECTION
BEGIN PROJ.
END PROJECT
COQUILLE
COOS COUNTY, OREGON
Population 4,720
LEGEND
FEDERAL AID INTERSTATE SYSTEM
FEDERAL AID PRIMARY SYSTEM
FEDERAL AID SECONDARY SYSTEM-STATE
FEDERAL AID SECONDARY SYSTEM-COUNTY
OTHER FEDERAL AID SECONDARY-LOCAL
TERMINATION OF FA SYSTEM
TERMINATION OF ROUTE
DIVIDED HIGHWAY
UNDIVIDED HIGHWAY-NO OF LANES
STREET OPEN FOR TRAVEL
STREET DEDICATED BUT NOT OPEN
INTERSTATE NUMBERED ROUTE (FAI)
U.S. NUMBERED ROUTE
STATE NUMBERED ROUTE
POST OFFICE
SCHOOL
CITY CENTER
R.R. DEPOT
CITY LIMITS
PUBLIC BLDG.
CH CITY HALL
CT COURT HOUSE
A ARMORY
L LIBRARY

RECEIVED
MAY 11 1970
ENGINEER
CIVIL DIVISION

5th St. Improvement

Project Given Go Ahead

Price Pared

After months of study and debate the city has decided on a plan of action in the 5th St. improvement project. The State Highway Dept. will be asked to construct the first 2 blocks of the project, from Central to Baxter, with a $25,000 Small Cities Aid grant and the city will coordinate construction of the remaining 7 blocks of street.

In the beginning it had been planned for city crews to prepare the entire 9 block project for paving and use the state grant for paving but Highway Dept. policies pushed the price too high for property owners (including the city, which owns a sizeable piece of property on the street).

If the state is to participate in the entire project, construction must come up to minimum standards, including 42ft. width curbs and gutters. Consulting engineer Edward W. Riley of North Bend estimated the project cost, without paving at $113,500, which would require a levy of $27.02 per front foot on all property located along the entire street.

If the state constructs the first 2 blocks and the remainder of the street is narrowed to 36 feet, Riley said, total cost to property owners would be $73,210 or $21.63 per front foot. This would include concrete curbs, gutters and a sidewalk along one side of the street.

"We can build the street a lot cheaper than that." Mayor Billy Melson told the city council Monday night, explaining that the city can purchase rock at a lower cost than estimated by the state and that the sidewalk can be eliminated, chopping another $5,400 off the cost.

It is estimated the city can construct the 7 block street for about $40,000, which would lower the assessment to near $11 per front foot.

The city will now request the state to construct the first 2 blocks, call for bids on the remaining street, work up cost estimates and set a public hearing probably in June.

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APR 22 1970
FOR FILING

306-1722
7431

April 21, 1970

The Honorable B. E. Nelson
Mayor of Coquille
City Hall
Coquille, Oregon 97423

35

Dear Mayor Nelson:

In a letter dated April 7, Mr. Edward W. Riley asked the State for a typical cross section to be used on the Fifth Street project in Coquille from Station 0+25 to 26+95.

Enclosed are two prints of the approved base design and two prints of "Typical Sections Drawing No. 2098". The design is based on the use of materials that will pass State specifications.

The "C" type curb would be better than the "A" type curb and gutter construction because it would be more adaptable to a future 1½-inch asphalt concrete overlay if and when it is needed.

If we can be of further assistance, please let us know.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

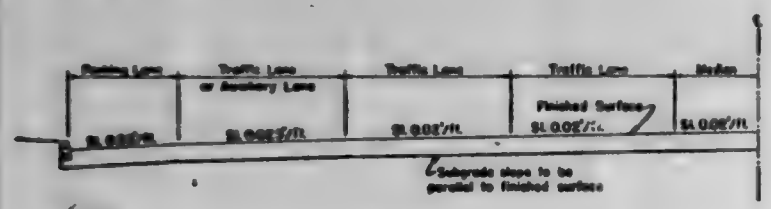
Encs.

cc: Edward W. Riley

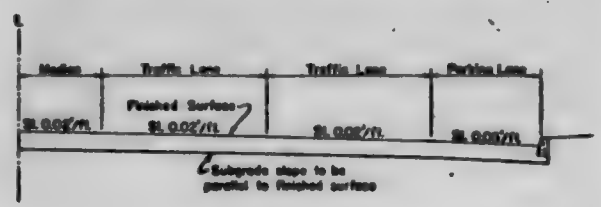
Forrest Cooper
R. L. Porter
Victor D. Wolfe
D. J. Barbee
H. S. Cox
C. T. Keasey

OHN:mm srb

CURBED SECTIONS

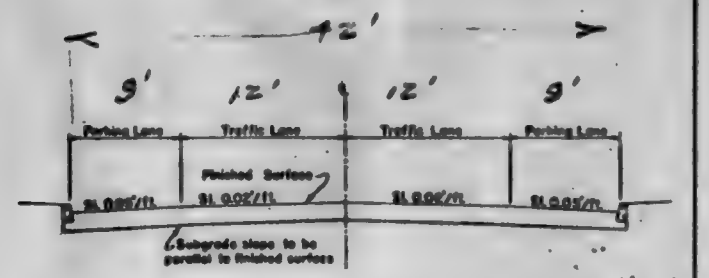


Half Section
SIX LANE



Half Section
FOUR LANE

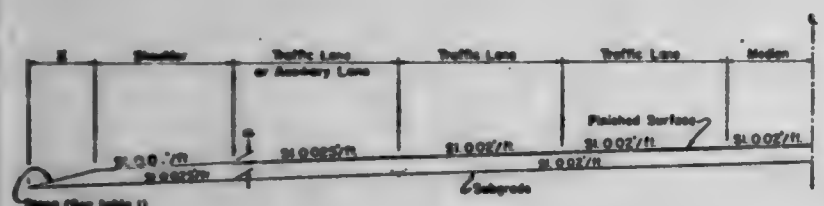
MULTILANE



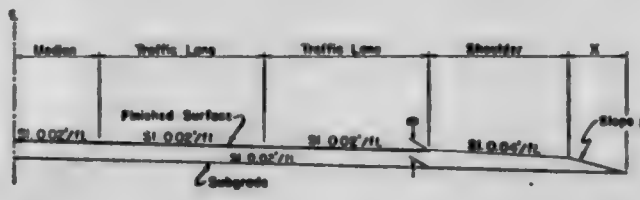
TWO LANE

The curbs can be curb & gutter or straight curbs. (our type A or C)

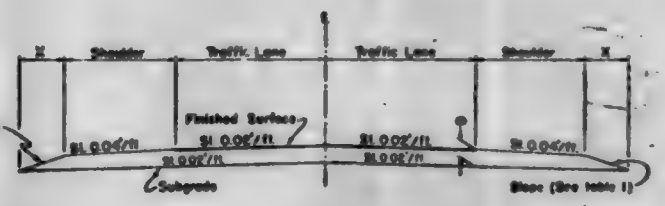
UNCURBED SECTIONS



Half Section
SIX LANE



Half Section
FOUR LANE



TWO LANE
(FOR CLIMBING LANE SEE INSERT)

MULTILANE (PAVED MEDIAN)

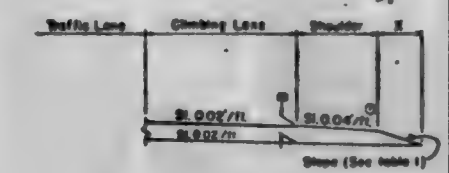
ROCK SLOPE WIDTH

ROCK SLOPE	SUBGRADE SLOPE	X *	X_1 *
0:1	0.2'/ft		
	0.25'/ft		
0.5:1	0.2'/ft		
	0.25'/ft		
1:1	0.2'/ft		

* X equals to width number
for Surfacing depth in feet
for Shoulder width in feet
for Unpaved portion of shoulder

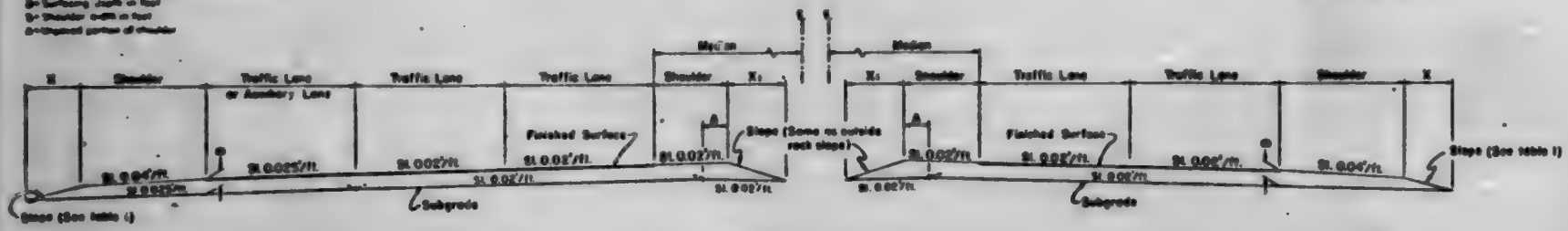
TABLE I

SHOULDER WIDTH feet	SLOPE not steeper than
10	6:1
8	5:1
6	4:1
4	3:1
2	2:1



INSERT

@ 0.06'/ft. when shoulder is 4' or less.



NOTE:
A = Unpaved portion of shoulder (2' normal)

Half Section
SIX LANE

Half Section
FOUR LANE

MULTILANE (DIVIDED)

OREGON STATE HIGHWAY DEPARTMENT
STANDARD
ROADWAY CROSS SLOPES
TANGENT SECTIONS

AUGUST 1, 1958

REVISIONS	
DATE	DESCRIPTION

APPROVED

STATE HIGHWAY ENGINEER

ORG NO. 2098

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

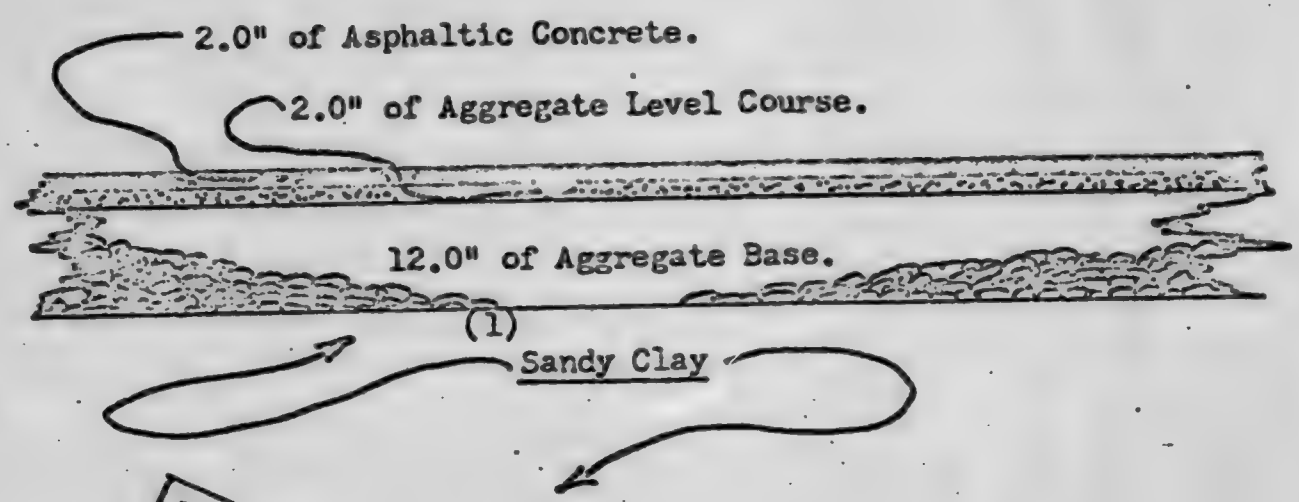
Section 5th. Street Highway City of Coquille County Coos Prefix 306-1477

Res. Engr. Bobby D. Johnson Approx. Length 0.51 Miles. Sta. _____ to Sta. _____ Date 4-14-70

Mean
Truck A.D.T. 17 Traffic Coefficient 5.5 18 kip s.a. per day 2.1.

Annual Precipitation 67"± Frost Penetration - - - - - - - -.

(1)
Typical Soil
46 LL
27 PI
85 %P 10
58 %P200
16 %Gravel
7 %C Sand
19 %F Sand
24 %Silt
34 %Clay
8 "R" Value



AASHO CLASSIFICATION:
A-7-6 (12)

MATERIAL SOURCES:
To be determined by the Engineer.

	CBE Total Req.	Credit	Actual Thick.	
		4.0	2.0	A.C
		2.0	2.0	Le
		12.0	12.0	A.
	18.0	18.0	16.0	

RECEIVED
APR 20 1970
ENGINEER
COUNTY & CITY DIVISION

cc:

E.E.K.
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Design Engineer
Specifications Engineer
Final Design Engineer
Division Geologist
County City (2)

Submitted by E. J. Gregg
for Staff Assistant

Recommended by John C Jenkins
Engineer of Materials

Recommended by W. S. Parker
asst Construction Engineer

Approved by T. J. Nelson
Asst. State Highway Engr.

SECTION: 5th Street

HIGHWAY: City of Coquille

COUNTY: Coos

"OTHER ROADS"

Traffic Coefficient	A.C. Wearing Surface	3/4"-0 Aggregate Base	Aggregate Base	"CBE" Total Requirement	Actual Thickness
Cars Only	2.0"	2.0"	7.0"	13.0"	11.0"

Should substitutions be made use the "CBE" Total Requirement column to obtain the "Total Thickness Required" and the table below for values:

1.0"	Asphalt Concrete	=	2.0" Crushed Base
1.0"	Plant Mix Bituminous Base	=	1.8" Crushed Base
1.0"	Cement Treated Base	=	1.8" Crushed Base
1.0"	Oil Mat	=	1.1" Crushed Base
1.0"	Stone Subbase	=	0.8" Crushed Base
1.0"	Lime Treated Subgrade	=	0.8" Crushed Base

Above factors apply to materials that comply with Standard Specifications, Supplemental Standard Specifications, and Special Provisions.

TRAFFIC ANALYSIS

SECTION: 5th Street

HIGHWAY: City of Coquille

COUNTY: Coos

400 Present ADT (1970)

3 Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ONE WAY EWL	AVERAGE ANNUAL EWL
2	10	1.7	17	14	450	6,300
3	2	1.7	3	3	1000	3,000
4	0				1250	- - -
5	0				3180	- - -
6	0				2570	- - -
				17	TOTAL	

TOTAL AVERAGE ANNUAL DESIGN EWL 9,300

TWENTY YEAR EWL 186,000

TRAFFIC COEFFICIENT 5.5

SECTION: 5th Street

HIGHWAY: City of Coquille

COUNTY: Coos

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good _____ Fair __X__ Poor _____
   Remarks: _____
5. Cost Comparisons: None made - See remarks

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: Generally Asphaltic Concrete or Oil
7. Stage Construction: Not applicable
8. Depressed, Surface, or Elevated Design: Surface
9. Conservation of Aggregates: See remarks
10. Stimulation of Competition: See remarks
11. Construction Consideration: See remarks
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: City prefers Asphaltic Concrete
13. Traffic Safety: Not a problem
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction

CONCLUSION AND REMARKS:

No cost comparison made as this is a short (0.51± mi.) project. Traffic does not warrant the use of C.R.P.C.C.

edward w. riley
PROFESSIONAL ENGINEER
site planning
building design
municipal engineering

AIRPORT TERMINAL BUILDING
Post Office Box 630
North Bend, Oregon 97459
Telephone 503 - 756-6606

Porter

April 7, 1970

10182

REFERRED TO
Malone

Mr. Forrest Cooper, Highway Engineer
Highway Bldg.
Salem, Oregon

REF: City of Coquille, - 5th Street Project

Dear Mr. Cooper:

At sometime after the first of the year, Mr. Lesher, City Manager and Mr. Stark, City Attorney, met with representatives of the Highway Department concerning the improvement of the above street.

It is my understanding that as a result of the meeting, the City would be provided with a typical street cross section from the Highway Department by which the construction drawings and specifications would be developed. This, I presume to include asphaltic concrete thickness, base thickness and composition. To date, the City of Coquille has not received such information. This office is most desirous of completing the plans and specifications for the project and would appreciate your assistance in obtaining this needed criteria.

Very truly yours,

Edward W. Riley

EDWARD W. RILEY
Professional Engineer

cc: City of Coquille

EWR:d

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APR 10 1970
ENGINEER
COUNTY & CITY DIVISION

RECEIVED
APR 8 1970
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
DON HARWELL

On Freeway

The northbound lanes of the Minnesota Freeway just north of the Burnside Bridge will be restricted to one lane of traffic from midnight Saturday until 6 p.m. Sunday to allow State Highway Department crews to resurface portions of the roadway.

Motorists are urged to exercise extreme caution.

A State Highway Department loader takes another big bite of earth as crews pave and widen Central Blvd. In front of J&J Co. Long a dangerous bottleneck and the scene of traffic fatalities, the street is now 4 lanes from 6th to 2nd.

The Oregonian, Portland---------- 4-21

Revetment At Neskowin Finds Public Support

TILLAMOOK (Special) — A State Highway Commission hearing here Monday brought out surprising public agreement with a proposal to build an erosion revetment on a section of beach at Neskowin.

Lester E. Fultz, president of L.E.W. Engineering, Inc., Cloverdale, is head of a group seeking to construct the 1,200-foot dirt and rock revetment. He said that he should be allowed to build the barrier since he owns the small section of beach which it would cover.

The barrier would be placed about 125 feet out onto the sand at its most westerly point. According to Fultz, taxes have been paid on this land as private property since 1886.

However, a change in Oregon law last year placed all the state's beaches in the hands of the public. Therefore, Fultz is applying to build the revetment on land that was formerly his but which now falls outside the vegetation line which divides private property from public beach.

Erosion Cited

By building the revetment Fultz hopes to protect his property behind the vegetation line from erosion during coastal storms.

He said this is the only property in the immediate area that has no revetment and that one is necessary if he is to use the land.

G. W. Karnoff, Neskowin, another member of the group seeking to build the revetment said, "Public use of sand in front of the revetment would be in no way diminished."

He said there would be more than 400 feet of sand between the revetment and the average water line.

"The beach bill was not meant to stop construction on private property," he said.

State Sen. W. Stan Ouderkirk, Lincoln County, recommended that the Hhighway Commission approve the proposal. He cited the present seawall at Taft as a boost to the area's economy and said a partial revetment adjacent to the proposed Neskowin project is holding up well.

Among those who spoke against the proposal, Stan Carbaugh, owner of the nearby Neskowin Golf Course, said the revetment could cause a creek that supplies his course with water to fill up with sand.

One angry Neskowin resident claimed that the proposed revetment would cause his house, some distance away, to be flooded.

Opinion ran about three-to-one in favor of the revetment.

Engineering Planned On Street Projects

The city has moved another step nearer beginning of the 1970 street improvement project with engineering to be completed on the troublesome 5th St. project and begun on the remainder.

In addition to the 5th St. improvement, the goal is to upgrade Adams between 5th and 6th, 6th St. between Central and Collier and Baxter between 4th and 6th.

One block of Collier from 3rd St. north and a block on 3rd from Collier to Dean would be widened to provide additional parking for the Coos county courthouse.

During discussion with consulting engineer Edward Riley of North Bend, councilmen noted that the city has planned to participate in construction of the 5th St. project so that property owners will pay a portion of the cost equal to assessments made in other parts of the city for improvement projects.

It was noted that the estimated cost per front foot to the property owners, about $11, is less than the assessment levied when a similar street was constructed in Sanford Heights.

"We have heard a lot of talk about property owners being for or against the 5th St. project Mayor Billy Nelson told the council, "but we don't know for sure. Why don't we go ahead with the engineering, call for bids, find out what the cost will be and then when we hold the public hearing, we'll know where we stand and people will know what costs we're talking about."

NOTE

Daily Astorian, Astoria---------- 4-9

Cannon Beach City Council Approves Resolution to Ballot on Tax Base Raise

By SHIRLIE MALSTEAD
Of The Daily Astorian

CANNON BEACH — Three resolutions were adopted by the Cannon Beach city council at their regular meeting Monday evening.

The first resolution provides for the city to submit an application to the State Highway Commission for improvement of Spruce Street, under the Special Cities Allotment program for small cities. The city received funds through the same program for the improvement of Second Street when a similar application was made in 1968 and that project was completed in December to the city's satisfaction.

The second resolution provides for the city to put before the voters, a ballot to increase the tax base of the city from the present base of $42,592 to $72,845, beginning with the year of 1970-71. This ballot will be voted on in the May 26th primary election.

The City Budget Committee recently determined that the current tax base is not sufficient to provide funds for the adequate operation of the City and meet the requirements for City services. The present tax base was established in 1956 when Cannon Beach became incorporated.

The third resolution adopted, established Friday as Clatsop Community College Day and announced an All-College Exposition and Library Dedication scheduled for the same day.

Alvin D. Hobart, Street Commissioner reported the bids on the contracts for the construction of the sewer system in the Tolovana area would be opened 7:30 p.m. April 23, at the City Hall.

Ben Knight, park commissioner told of tentative plans that are being made with the National Guard to bring their equipment and do clearing, filling and leveling in the City Park as part of their training program, at no cost to the city.

The council approved the following recommendations from the Planning Commission:

—The petition to vacate a portion of Pacific Street and a portion of Chena Street in Tidal View Addition be denied, due to the fact that there might be use in the future for the portion of Pacific Street as well as Chena for a beach access;

—A two hour parking limit be adopted for the downtown area;

The Council approved the application for a Package Store Class B License form Carletta C. and Donald R. Howell, for Corky's Food Mark, to be located in the Tolovana area, across from the Post Office.

Register-Guard---4-10

Hearing slated on beach traffic

FLORENCE — The Highway Commission's plans to restrict motor vehicles on Lane County ocean beaches will be the subject of a public hearing May 7 at 2 p.m. at the Siuslaw Junior High School Auditorium.

This is the fourth of a series of hearings the Highway Commission is holding in coastal counties on the beach vehicle question.

It already has held hearings at Seaside and Tillamook, and the next one will be in Newport April 30.

Oregon Journal----4-20

Road Plans Figure Set

SALEM (UPI) — The State Highway Division, under orders from the 1969 Legislature to submit a detailed budget for the next fiscal year, will propose a budget totaling $200-730-987 Friday at the Emergency Board meeting.

The Legislature usually approves state budgets for the biennium, but last year approved only a one-year budget for highways with instructions the division come up with a more detailed proposal for the second half of the biennium (1970-71).

The proposed budget also reflects the adoption of changes recommended by the management 70s task force. These include the canceling of unfilled, open positions and eliminating them from the budget. The new budget shows a loss of 445 positions.

RECEIVED
MAR 26 1970

306-1722
7431

PREFIX NO. 306-1477

3-20-70

LOCATION PROSPECTUS
COQUILLE (5th STREET) SECTION
CITY STREET - COOS COUNTY

HIGHWAY: 5th Street, City of Coquille. Not on Federal-aid or State system.

TERMINI: The westerly end of the project is at the intersection of 5th Street and Central Boulevard. The east end of the project is one-half block east of Irving Street.

LENGTH: 0.51 mile.

PROGRAM: 1970 Special City Allotment Funds.

NARRATIVE: This will be a location survey to prepare plans, specifications and estimates for grading and paving. Soils investigations will be conducted. Drainage problems are not anticipated. The City's obligation is to bring the work to a stage where the paving contract can be completed without delay. The State's participation will be for AC paving only.

TYPICAL SECTION: 42-foot curb-to-curb street section.

NOTED
R. L. PORTER

BASE: To be determined during the survey.

MATERIAL: Commercial sources.

AGREEMENTS: Routine negotiations for a Special City Allotment project. Utility adjustments are the City's responsibility.

ADD'L FACILITIES: None.

March 20, 1970
Attach

C.T. Keasey (3)
Tom Edwards
V.D. Wolfe
F.B. Crandall
E.S. Hunter
D.H. Moehring (3)
L.H. Young
R.N. Chase
B.L. Gifford
V. J. Johnson
R.E. Olson
Robert Royer
W.H. Tebeau
F.W. Yarbrough (2)

Forrest Cooper
F.B. Klaboe
D. J. Barbee
F.L. Hall
Ivan Merchant (4)
F D. Morgan
J.M. Cartwright (2)
H.S. Cox (2)
W.N. Hackleman
A.D Olson
Jack Rowland
C.G Swenson
F.E. Terpin

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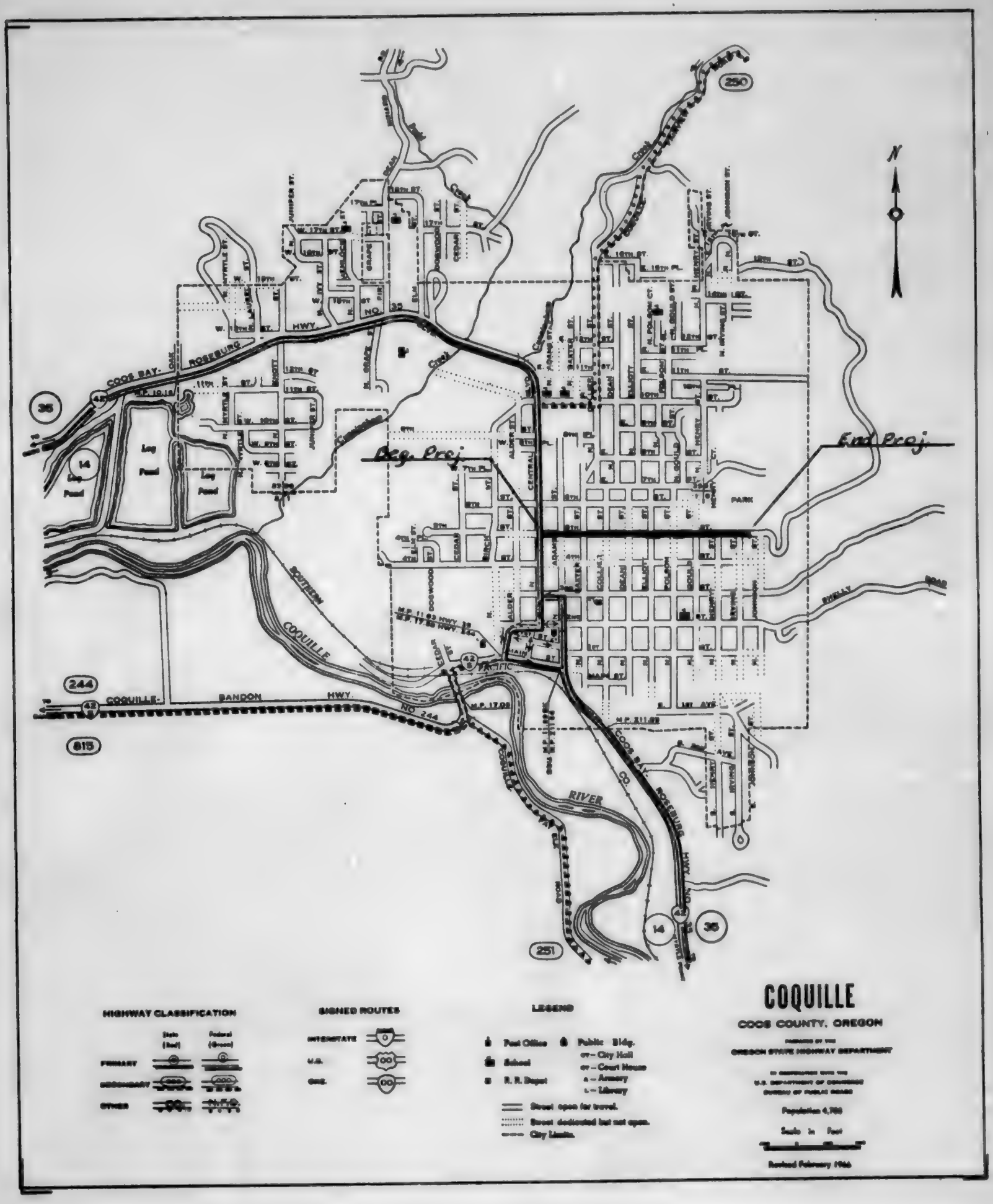
MAR 24 1970
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
FORREST COOPER


N
Beg. Proj.
End Proj.
COOS BAY-ROSEBURG HWY. NO. 42
COQUILLE-BANDON HWY. NO. 244
SOUTHERN PACIFIC
COQUILLE RIVER
COOS BAY-ROSEBURG HWY. NO. 42
M.P. 10.18
M.P. 17.02
M.P. 211.02
250
36
244
815
42
14
251
PARK
HIGHWAY CLASSIFICATION
State (Red)
Federal (Green)
PRIMARY
SECONDARY
OTHER
SIGNED ROUTES
INTERSTATE
U.S.
OREG.
LEGEND
Post Office
School
R. R. Depot
Public Bldg.
cr – City Hall
cr – Court House
a – Armory
l – Library
Street open for travel.
Street dedicated but not open.
City Limits.
COQUILLE
COOS COUNTY, OREGON
OREGON STATE HIGHWAY DEPARTMENT
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
Population 4,700
Scale in Feet
Revised February 1966

SCA - 70

FORM E-90 (12-67)

NOTED
H. S. COX

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
February 16, 1970

To: Mr. L. H. Young
Program and Planning Engineer
S A L E M

SUBJECT: Authority for Survey
5th Street-Coquille
(Central Blvd. to Irving St.)
City of Coquille
Coos County

Enclosed herewith is an Authority for Survey for 5th Street-Coquille, Central Blvd. to Irving Street. This Authority for Survey is to cover the cost of preparing an estimate and plans for paving only on the city-built street. This is a Special City Allotment project.

John Quiner II

JOHN QUINER II
Assistant Division Engineer

JQII/cw
Enc.
cc D. J. Barbee
H. S. Cox

RECEIVED
FEB 17 1970
ENGINEER
COUNTY & CITY DIVISION

NOTED
HAROLD
REYNOLDSON

NOTED
R. H. PRANGE

Noted
Oscar H. Norberg

NOTED
RICHARD UNREIN

NOTED
MAINOR C. HOLMES

NOTED
P. B. Arnemeier

NOTED
DON HARWELL

RECEIVED
FEB 16 1970
FOR FILING

306-1722
7431

February 10, 1970

MISC. CONTRACTS AND AGREEMENTS No. 3877

City of Coquille
City Hall
Coquille, Oregon 97423

Attention: J. F. Hall
City Recorder

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering improvement of Fifth Street from Central Boulevard to a half block east of Irving Street in your City.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm
Att.

cc H. S. Cox
(agreement attached)

SCA 70

RECEIVED
JAN 14 1970
ENGINEER
COUNTY & CITY DIVISION

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
January 13, 1970

To: B. D. Johnson
Resident Engineer

SUBJECT: 1970 Special City Allotment
5th Street
Coquille City Street

Enclosed herewith is correspondence and information regarding a 1970 Special City Street Allotment project for the City of Coquille. It should be noted that under this project, the city is to construct 5th Street from Central Blvd. to a half block east of Irving Street to a width of 42 ft. between curbs. The State, under their part of this project, will pave this section of 5th Street with asphaltic concrete 2" in thickness.

Would you prepare an Authority for Survey for preparing the necessary plans and estimate to perform this work. Under this Authority for Survey, the State Soils Section will design the base thickness. There should be very little field work involved since you should be able to get sufficient information from the city to prepare the plans that will be needed.

Asphalt quantities for the estimate should be prepared on a sq. yd. basis 2" thick.

John Quiner II

JOHN QUINER II
Assistant Division Engineer

JQII/cw
Enc.

cc D. J. Barbee
H. S. Cox

NOTED
H. S. COX

NOTED
DON HARWELL

S.C.A. Investigation Data

After Hwy. Comm. Meeting 12-23-69

City of Coquille Date 12-29-69 Div. ~~III~~ IV No. previous projects 5
Population: 1969 4732 1964 4730 Last project 1966 (year)
Street 5th Street from Central to ½ Block E. of Irving St Total SCA funds $ 53,677
Funds/capita $ 1134
Average/capita $ 1452

EXISTING

Surface now in place: A.C. ___ Oil ___ Gravel X (Dirt & Stone Oil) Concrete ___
Surface width: 20 feet, Shoulder-shoulder width: ___ feet
C-C width: ___ feet, R/W width: ___ feet
Remarks:

PROPOSED

Surfacing: A.C. X Oil ___ Other ~~X~~ City to get job ready for Paving
Pave. width: ___ feet, Shoulder width ___ feet, C-C width: 42 feet
BASE DESIGN: A.C. 2" inches, Leveling ___ inches, Base ___ inches
Lime T.S.G. ___ inches, Blanket ___ inches, P.M.B.B. ___ inches
Length: 0.51 mile, 2670 feet. Type curb: ___
Remarks: The City shall Grade, build Curbs, Drainage, Base as Soils Dept determines. State shall pave with 2" Ac.

ESTIMATE Item	Unit	Gross*	Price	Amount
Temp. protection & direction of traff. ($500-$1,000)	all	all	$ L.S.	$ 200
Clearing & grubbing City	all	all	L.S.	—
General excavation City	c.y.			—
Finishing roadbed & slopes ($1,500) City	mile			—
Trench excavation City	c.y.			—
Watering City	M-gal.			—
Level material (3/4-0) City	c.y.			—
Base material City	c.y.			—
Asphalt	ton	1500	13.00	19,500
Binder	all	all	L.S.	2100
Concrete inlets City	each			—
Culvert pipe City	lin. ft.			—
Concrete curbs City	c.y.			—

*Items include 10% allowance

Total	$ 21,800
Perm. signing ($100/intersection)	100
Flagging	100
Total	$ 22,000
Engineering & contingencies (20%)	4400
Total	$ 26400
City's estimated share of survey	
TOTAL ESTIMATED COST	$ 26400

Say 26,500

NOTED
H. S. COX

Mr. John M. Lesher
City Manager
City Hall
Coquille, Oregon 97423

December 29, 1969

Dear Mr. Lesher:

As you know, the State Highway Commission, at its December 23, 1969 meeting, changed the 1970 SCA plans on Fifth Street.

The City is to construct Fifth Street from Central Blvd. to a half block east of Irving Street, a distance of approximately 2,670 feet or 0.51 mile. The width is to be 42 feet between curbs and the base shall be constructed to the requirements determined by the State Soils Section.

The State shall participate by paving the City built street with asphaltic concrete two inches in thickness, up to a cost to the State of $25,000, which includes engineering and contingencies.

When the City has constructed its portion of the work to a stage where the State can undertake the paving without delay, the State will let a contract for paving the 0.51 mile of street.

	State	City	Total
Estimated Cost	$25,000	$1,300	$26,300

Very truly yours,

H. S. Cox
County and City Engineer

Oscar H. Nordberg

By: Oscar H. Nordberg
Field Engineer

OHN:ljt
cc: P. B. Klaboe
C. T. Keasey

NOTED
RICHARD UNREIN

NOTED
P. B. Arensmeier

NOTED
DON HARWELL

RECEIVED
MAR 31 1970
FOR FILING

306-1722

MEMO TO THE FILE

12-24-69

Re: Fifth Street
Coquille

7431

The City of Coquille had a delegation at the Highway Commission meeting December 23, 1969 to ask for the 1970 Special City Allotment project to be extended to a half block east of Irving Street. The SCA project set up in the program for 1970 was for a 42-foot wide curbed street complete, except for walk and curbs, on Fifth Street from Central Street to Baxter Street. The City asked for a project from Central Blvd. to a half block east of Irving with the last 7½ blocks 36-feet wide between curbs. The City's proposal was to construct the project complete, except for the AC paving.

The State agreed to extend the job to Station 26+95, half block east of Irving, with an AC paving 2" thick, but it is to be 42-feet wide throughout. Also, the base design shall be as determined by the State Soils Section, An additional 1½" lift of AC pavement can be placed in a future job.

The State will wait until the City has completed its work to a stage where the paving contract can be completed without a delay by the City. The State participation will be for the AC paving only, up to a $25,000 cost, as provided for under SCA projects which includes construction, engineering and contingencies.

Oscar H. Norberg

Oscar H. Norberg
Field Engineer
County and City Department

3-31-70

OHN:ljt
12/24/69

cc: R. L. Porter
F. B. Klaboe
D. J. Barbee
L. H. Young
Frank D. Morgan
C. T. Keasey

F. B. KLABOE

NOTED
FORREST COOPER

REFERRED TO
Cooper
DY ASST. STATE HWY. ENGR.

Agreed to in conference 12-23-69
JRK

RECEIVED
DEC 24 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 27 1970

306-1220
1431

STATE HIGHWAY COMMISSION MEETING

Delegation Harry Slack, Jr., City Attorney, Coquille, Coquille City Manager; and others, re the use of a City Street Funds allocation on a 5-block section on Fifth Street.

Date December 23, 1969

Time 10:15 a.m.

Name	City or Town	Capacity
Harry Slack, Jr. (spokesman)		
John Lesher		
J. B. Bryan		

NOTED
FLOYD QUERY

RECEIVED
DEC 24 1969
FOR FILING

MEMO TO FILES - 12/19/69

East 5th Street, Coquille
(Special City Allotment Program)

The City applied for an SCA project on 5th Street from Central Boulevard to Irving Street, 9 blocks in length - or about 2600'. The west 2 blocks were to be 42' wide and the other 7 blocks were to be 36' wide. They proposed to grade, build the curbs and concrete walks, and place the base, with the State to pave the entire length. The $25,000 State contribution would almost pay for the paving.

I saw the street in May and again in October, 1969, and during that time there was no progress in improving the street, even though it was during the summer months. The engineering on this job is especially important because of the rugged terrain. The grades are steep and the present road alignment wanders from side to side on the right-of-way. The engineering had not been started. From the above, I did not think that the City had the engineering and construction forces, or equipment necessary to undertake the full length job. Even though it would be only for certain items of the work, the City could not likely meet a schedule that would beat the weather.

I wrote up the west 2 blocks of 5th Street from Central Boulevard to Baxter Street for the 1970 SCA program. This would about fit the State participation except for curbs and walks. It would take care of the end where the heaviest traffic exists and the 42' width fits the State standard.

Furthermore, the street is sparsely settled and the frontage is partly publicly owned, so the City's ability to participate financially may not be sufficient for a full length project.

Herewith are photos taken of 5th Street.

Oscar H. Norberg
Field Engineer
County and City Division

OHN:mm
Att.

RECEIVED
DEC 19 1969
OFFICE OF
STATE HIGHWAY ENGINEER

COQUILLE

COOS COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
IN COOPERATION WITH THE
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

Population 4,730

Scale in Feet

Revised August 1969

T 27 28 S R12 13 W

SCA 1970

LEGEND

- FEDERAL AID INTERSTATE SYSTEM
- FEDERAL AID PRIMARY SYSTEM
- FEDERAL AID SECONDARY SYSTEM-STATE
- FEDERAL AID SECONDARY SYSTEM-COUNTY
- OTHER FEDERAL AID SECONDARY-LOCAL
- TERMINATION OF FA SYSTEM
- TERMINATION OF ROUTE
- DIVIDED HIGHWAY
- UNDIVIDED HIGHWAY-NO. OF LANES
- STREET OPEN FOR TRAVEL
- STREET DEDICATED BUT NOT OPEN

- INTERSTATE NUMBERED ROUTE (FAI)
- U.S. NUMBERED ROUTE
- STATE NUMBERED ROUTE

- POST OFFICE
- SCHOOL
- CITY CENTER
- R.R. DEPOT
- CITY LIMITS
- PUBLIC BLDG.
- CY CITY HALL
- CT COURT HOUSE
- A ARMORY
- L LIBRARY

NOTED
H. S. COX

October 31, 1969

Mr. John M. Lesher
City Manager
City Hall
Coquille, Oregon

Dear John;

This letter will confirm our conversation of October 28 regarding an S.C.A. project on 5th Street in Coquille.

As I stated to you, Mr. Norberg is writing this project up as a "Do construct" project for two blocks between Central and Baxter. The S.C.A. program for the entire state must be written up and presented to the Highway Commission early in December, so you can see that it is imperative that a definite program be determined immediately so that it can be incorporated into the other S.C.A. projects for Commission approval.

Your letter of October 8, 1969, stated that the two-block project would be acceptable although the City Council preferred state participation over the entire length of the project.

It is the opinion of this office that the two blocks can be done for $23,000 except for curbs and sidewalks, and this would assure the city of that much completed street. State standards are necessarily quite high and if state participation extended over the entire length, I feel you would be priced out of a project. I'm sure you will agree that with tax notices due, a property assessment would not be your most popular program. It is my understanding that if property assessments were necessary, then a public hearing would have to be held with a possibility of a turn-down by the property owners. It would appear that the time element necessary to meet our job submission deadline precludes the assessment type of financing.

Unless this office is notified that the two-block proposal is unsatisfactory, we will proceed as previously indicated.

Very truly yours,

H. S. Cox
County and City Engineer

NOTED
P. B. [illegible]

NOTED
HAROLD REYNOLDSON

HSC:mm

NOTED
R. H. PRANGE

Noted
Oscar H. Norberg

NOTED
RICHARD UNREIN

NOTED
MAINOR C. HOLMES

NOTED
DON HARWELL

SCA

NOTED
H. S. COX

Mr. John M. Lesher
City Manager
City Hall
Coquille, Oregon 97423

October 15, 1969

Dear Mr. Lesher:

We received your letter of October 8, 1969, in which you reaffirmed that the desire of the Council is to use the SCA allotment on the nine blocks of 5th Street from Central, east to Irving Street, instead of the two blocks of 5th Street from Central to Baxter as proposed in our letter. Your proposed section would be approximately 0.46 miles in length.

We are all aware of the need for a safe and serviceable street to the new hospital, and that area in your town, and we understand your eagerness to get a street the full distance. However, we have noticed that the construction progress so far has been slow and we do not think that the City has available the engineering and construction forces, or equipment necessary to undertake the full length job proposed and get it ready for paving the first season.

If the Highway Commission approves your City for an SCA grant, the State would try to be flexible in the manner of participation. The work would have to meet State specifications and State standards. Before the engineering progresses very far, a decision of the street width would have to be made. The State minimum width is 42' between curbs, and if the City is going to insist on a 36' width east of Baxter, they should present their case to the State to get a determination of street width.

We have asked the State Soils Section to give us a base design for your street, and we will forward information to you concerning this.

If the State does not participate under the SCA Act, the State would not get involved with the decision of street width and base design.

We will keep you informed of any occurrences regarding your job from here, and if we can be of assistance to you, please let us know.

Very truly yours,

H. S. Cox
County-City Engineer

NOTED
HAROLD REYNOLDSON

NOTED
MANNOR C. HOLMES

Oscar H. Norberg

By: Oscar H. Norberg
Field Engineer

NOTED
R. H. PRANGE:ljt

NOTED
RICHARD UNREIN

NOTED
P. D. Arenamiay

NOTED
DON HARWELL

5CA

City of COQUILLE

Oregon 97423

October 8, 1969

NOTED
H. S. COX

Mr. H. S. Cox
County and City Engineer
Oregon State Highway Department
Highway Building
Salem, Oregon 97310

Dear Mr. Cox:

Thank you for your letter of September 19 relative to our application under the Special City Allotment Act for the construction of East 5th Street.

I have reviewed this letter with the City Council. Tough they concurred with my determination that the City has the capability and is willing to expend the estimated $5,120 for curbs on both sides and sidewalk on one side, they have requested that I reaffirm their position on this matter.

As I have previously discussed with you, as well as representatives from your office, the City Council still desires that this special allotment be authorized to be expended over the entire length of the proposed improvements on East 5th Street. Therefore, instead of the two blocks of total construction (Central to Baxter) as is described in your letter, it is the City's desire that it be used as partial funding for nine blocks. The balance of the funding will come from property assessments and City participation.

As is outlined in the original application, the reason for these proposed improvements is the anticipated traffic volume increase and emergency traffic that will be generated as a result of a hospital being constructed at the eastern terminus of the nine block segment. As this hospital will not provide medical facilities for just that area of the City, nor for only the City itself, but provide the service for a considerable part of Coos County. This latter point will become more important with the already announced closing of the hospital in Myrtle Point. Therefore, this proposed street improvement could be looked upon as the providing of vehicular access to a hospital which will make its services available to far more state residents than those who live in Coquille.

Thank you for your consideration of this matter.

NOTED
HAROLD
REYNOLDSON

Yours very truly,

John M. Lesher
City Manager

RECEIVED
OCT 10 1969
ENGINEER
DIVISION

NOTED
R. H. PRANGE

Noted
Oscar H. Norberg

NOTED
RICHARD UNREIN

NOTED
P. B. Aronsohn

SCA 70

September 19, 1969

Mr. John M. Lesher
City Manager
City Hall
Coquille, Oregon 97423

Dear Mr. Lesher:

It is planned to submit your proposed project on Fifth Street from Central Boulevard to Baxter Street, to the Highway Commission for consideration of construction (1970) under the Special City Allotment Act (ORS 366.805).

Your proposed project, based upon a reconnaissance investigation, is roughly estimated to cost $29,900 for providing a 42-foot curbed street section. The City's estimated share is $5,120 for a walk on one side and curbs.

Should the Highway Commission look with favor on your project, would the City of Coquille be willing and able to pay its share of the project costs?

Early receipt of a letter stating the City's ability and willingness to participate in the above project would be appreciated.

Very truly yours,

H. S. Cox
County and City Engineer

Oscar H. Norberg

By: Oscar H. Norberg
Field Engineer

OHN:lje

NOTED
P. B. Agreements

NOTED
P. B. Agreements

NOTED
DON HARWELL

5-21-69

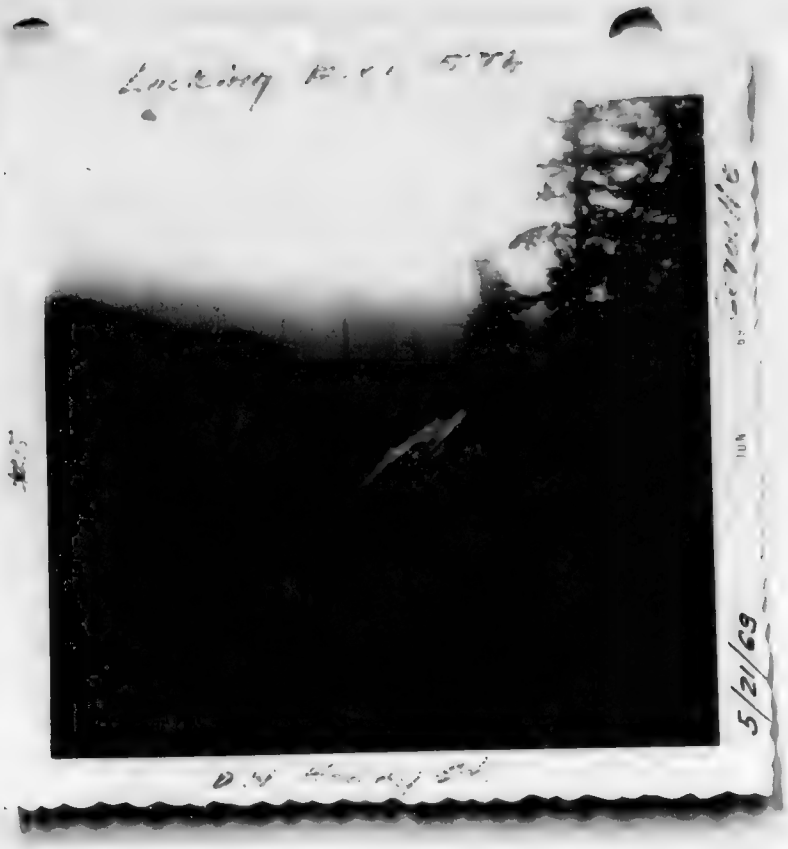
5-21-69

Note Water Main to be lowered

5-21-69

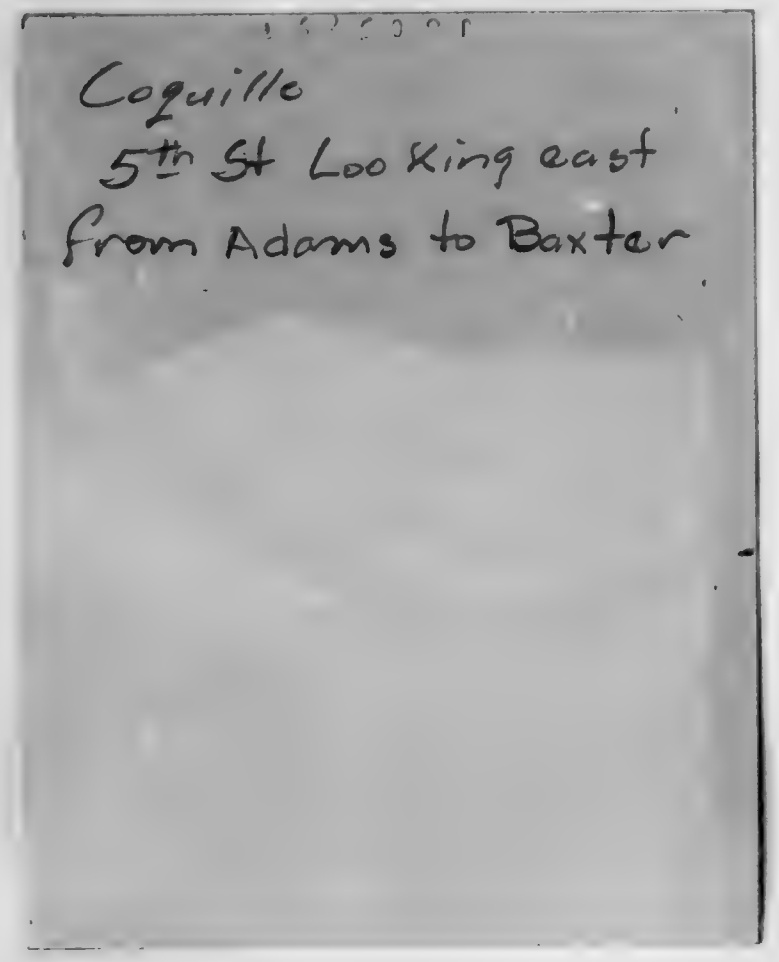
W. of Job looking East
5-21-69

5-21-69

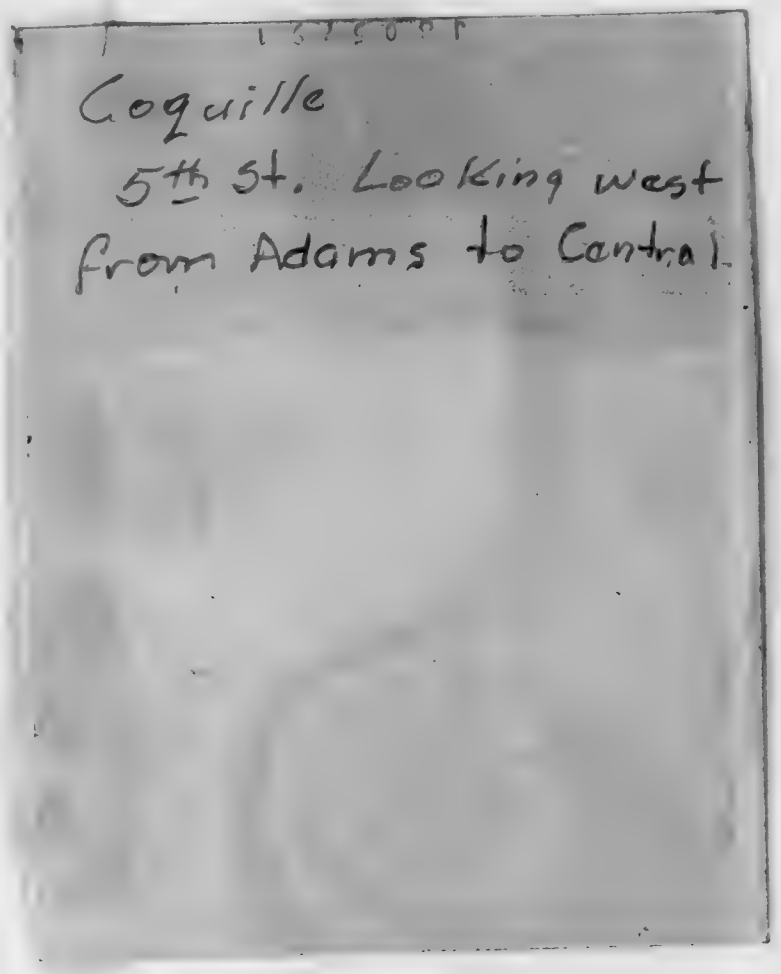

5/21/69

5-2-69

5-21-69



Coquille
5th St Looking east
from Adams to Baxter



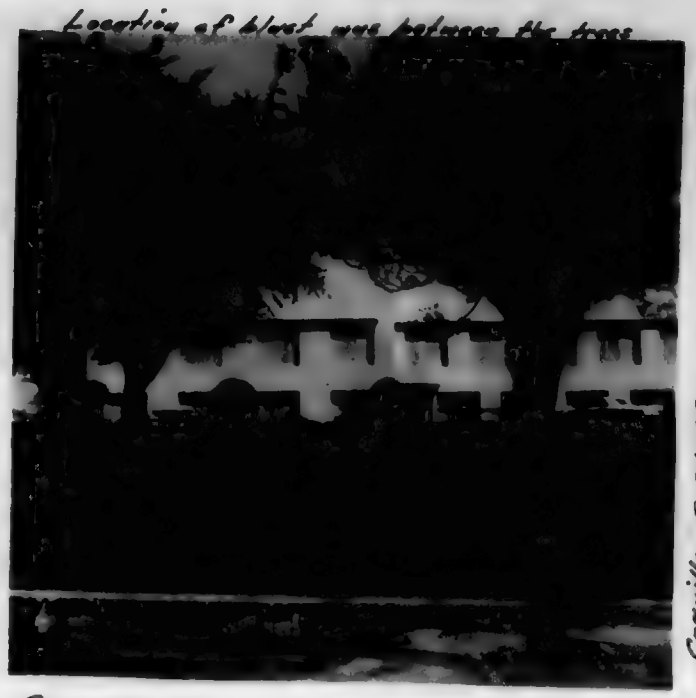
Coquille
5th St. Looking west
from Adams to Central

S.C.A. Invest:

City of Coquille Date May 19
Population: 1969
Street 5th Street from Central t

EXISTING

Surface now in place: A.C. ___
Surface width: 20 feet,
C-C width: ___ feet,
Remarks: ___



Location of blast was between the trees

Coquille 5-21-69

Coos County Court House with windows broken

PROPOSED

Surfacing: A.C. X Oil ___
Pave. width: ___ feet, Shoulder width ___ feet, C-C width: ___ feet
BASE DESIGN: A.C. 3" inches, Leveling ___ inches, Base ___ inches
Lime T.S.G. ___ inches, Blanket ___ inches, P.M.B.B. ___ inches
Length: ___ mile, ___ feet. Type curb: ___
Remarks: ___

ESTIMATE Item	Unit	Gross*	Price	Amount
Temp. protection & direction of traff. ($500-$1,000)	all	all	$ L.S.	$ 700.00
Clearing & grubbing	all	all	L.S.	
General excavation	c.y.	3000?	1.25	3,750
Finishing roadbed & slopes ($1,500)	mile			
Trench excavation	c.y.	20	5.00	100
Watering	M-gal.	50	5.00	250
Level material (3/4-0)	c.y.	200	3.75	750
Base material	c.y.	1485	3.50	5,197.50
Asphalt	ton	440	12.00	5,280
Binder	all	all	L.S.	300
Concrete inlets GE-1	each	2	175.00	
Culvert pipe 12-inch Storm Sew	lin. ft.	100	5.00	
Concrete curbs Type 1	c.y.	60	55.00	330
Extra Under pavement	Lin.Ft	40	8.00	320
Conc. Walks (4in - on one side)	Sq. Ft.	240	.70	168
Apron (Conc.)	E.	2	100	200

*Items include 10% allowance

Total	$ 24,407.50
Perm. signing ($100/intersection)	
Flagging	200
Total	$ 24,707.50
Engineering & contingencies (20%)	4,941.50
Total	$ 29,649.00
City's estimated share of survey	350
TOTAL ESTIMATED COST	$ 29,999.00

S.C.A. Investigation Data

City of Coquille Date May 21- 1964 Div. III
Population: 1969 [illegible] [illegible]
Street 5th Street from Central to Baxter

No. previous projects 5
Last project 1966 (year)
Total SCA funds $ 53,677
Funds/capita $ 1.34
Average/capita $ 14.5-

EXISTING

Surface now in place: A.C. ____ Oil ____ Gravel x Concrete ____ (Dirt & Stone O.)
Surface width: 20 feet, Shoulder-shoulder width: ____ feet
C-C width: ____ feet, R/W width: ____ feet
Remarks: [illegible]

PROPOSED

Surfacing: A.C. x Oil ____ Other ____
Pave. width: ____ feet, Shoulder width ____ feet, C-C width: 42 feet
BASE DESIGN: A.C. 3" inches, Leveling [illegible] inches, Base [illegible] inches
Lime T.S.G. ___ inches, Blanket ___ inches, P.M.B.B. ___ inches
Length: ____ mile, 560 feet. Type curb: [illegible]
Remarks: [illegible]

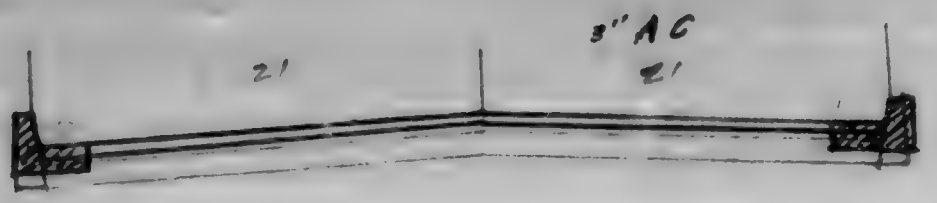
ESTIMATE Item	Unit	Gross*	Price	Amount
Temp. protection & direction of traff. ($500-$1,000)	all	all	$ L.S.	$ 700.00
Clearing & grubbing	all	all	L.S.	
General excavation	c.y.	5000	1.75	8750
Finishing roadbed & slopes ($1,500)	mile	——		
Trench excavation	c.y.	20	5.00	100
Watering	M-gal.	50	5.00	250
Level material (3/4-0)	c.y.	200	3.75	750
Base material	c.y.	1485	3.50	5197.50
Asphalt	ton	440	12.00	5280
Binder	all	all	L.S.	390
Concrete inlets GE-1	each	2	175.00	350
Culvert pipe 12-inch Storm Sew	lin. ft.	100	5.00	500
Concrete curbs Type "A"	c.y.	60	55.00	3300
Extra Under pavement	Lin.Ft	40	8.00	320
Conc. Walks (Part of one side)	Sq.Yd.	260	7.00	1820
Adjust Manholes	Each	2	100	200

*Items include 10% allowance

Total	$ 29,407.50
Perm. signing ($100/intersection)	100
Flagging	200
Total	$ 29,707.50
Engineering & contingencies (20%)	4944
Total	$ 27,650
City's estimated share of survey	250
TOTAL ESTIMATED COST	$ 27,900

Coquille May 21, 1969

5th St. from Central to Baxter



3" AC
3" Lev Cs
15" Base
"

530' length
30 Extra length
560

Gen'l. Exc. $\frac{1.7 \times 43 \times 560 \times 1.1}{27} = 1670$ C.Y. below regular grade

Gen'l Exc. = 1280

2950 — 3000 C.Y.

Trench Excav. $\frac{10' \times 1.5 \times 30 \times 1'}{27} = 18$ C.Y. — 20 C.Y.

Base Mat'l. $\frac{120 \times 42 \times 560 \times .42}{27} = 1455$ C.Y.

3/4"-0 Lev. Cs. $\frac{0.17 \times 39 \times 560 \times .143}{27} = 196$ C.Y.

39' Asphalt Pavt. $78.25 \times 5.6 = 438$ Tons — 440 Tons

Binder $3900 \times 0.10 = 390$ — 390 Sq

Concrete Inlets

watering $1681 \times .0275 = 46$ M-Gals. — 50 M-Gals

~~time T. Ts~~

~~time T. Ts~~

Type "A" Conc. Curbs $1060 \times .054 = 523$ C.Y. — 60 C.Y.

Sidewalk $\frac{470 \times 5}{9} = 261$ Sq Yd. — 260

Extra Under Pavt. 40' lin.-T.

$23,760

[illegible]		MP 0.0
[illegible]		0.0
[illegible]		0.07
[illegible]		0.13
[illegible]		0.19
[illegible]		0.23
Dean		0.29
Collier		0.35
[illegible]		MP 0.40 [illegible]
[illegible]		0.45
N. Central	Hwy	MP 0.50 Beg [illegible]

1966 - 11,598 PAVE 3" A.C. overlay C.B.E = 23" R = 12 CLAY

1958 - 15,222 BASE & PAVE 3" A.C. 2" Lev. 8" Base C.B.E. = 16"

1956 - 12,863 BASE & PAVE 3" A.C. 7" Base C.B.E. = 14.5"

1950 - 9,124 PAVE 4" A.C.

1949 - 4,870 PAVE

1970

C.B.E. = 23"

3" A.C. = C.B.E. / 6"

2" Lev = 2"

15" Base = 15" / 23"

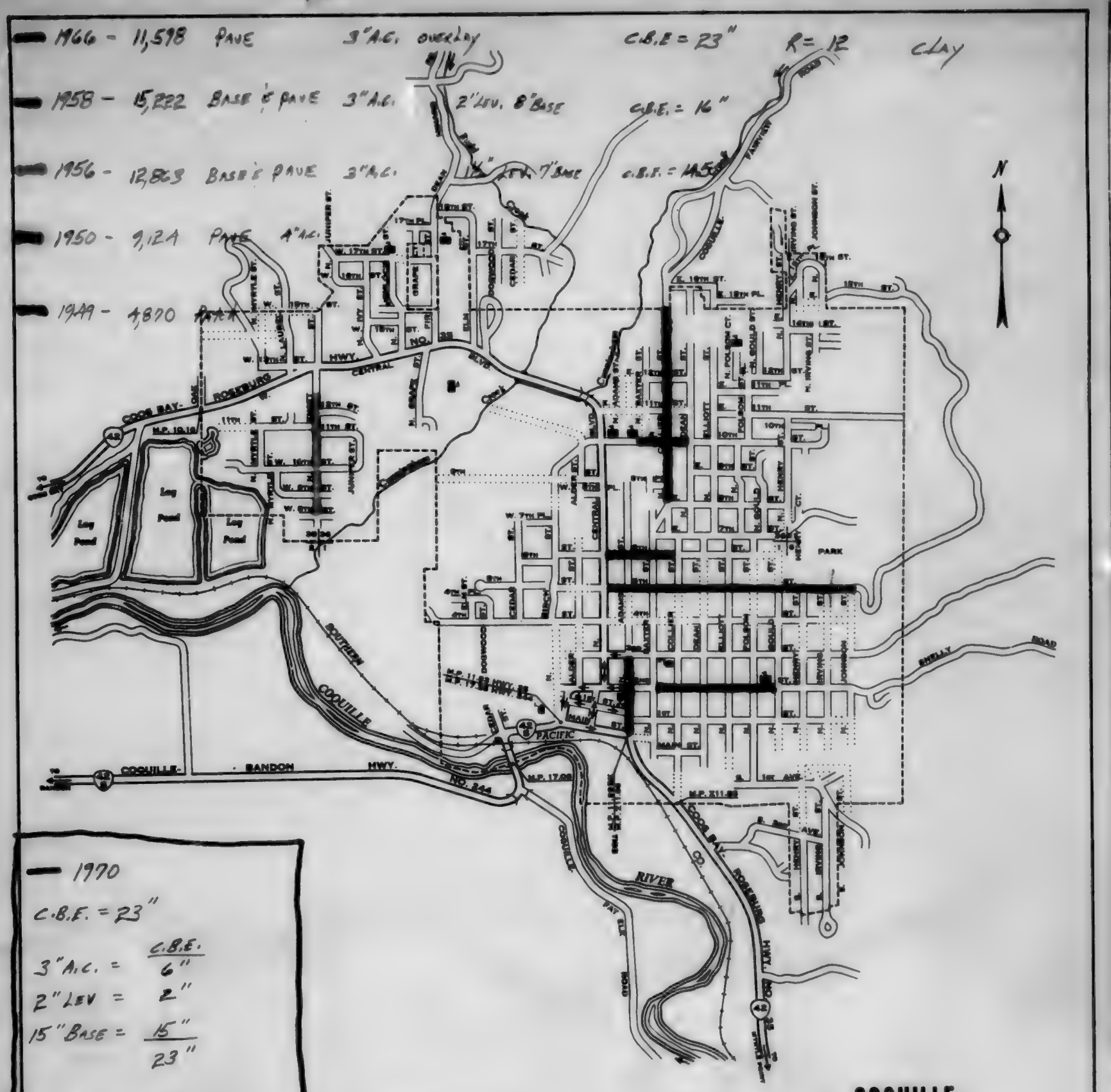
OR

3" A.C. = C.B.E. / 6.0

6" C.T. Base = 18.0" (2.0)

6" L.T.S.G = 4.8" (.8)

22.8"



SIGNED ROUTES

INTERSTATE

U.S.

OREG.

LEGEND

Post Office

School

R. R. Depot

Public Bldg.

CH – City Hall

CT – Court House

A – Armory

L – Library

Street open for travel.

Street dedicated but not open.

City Limits.

COQUILLE

COOS COUNTY, OREGON

PREPARED BY THE OREGON STATE HIGHWAY DEPARTMENT

IN COOPERATION WITH THE U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS

Population 4,700

Scale in Feet

Revised February 1966

1966 - 11,598 PAVE 3" A.C. overlay C.B.E = 23" R= 12 CLAY

1958 - 15,222 BASE & PAVE 3" A.C. 2" Lev. 8" Base C.B.E. = 16"

1956 - 12,563 BASE & PAVE 3" A.C. 1½" Lev. 7" Base C.B.E. = 14.5"

1950 - 9,124 PAVE 4" A.C.

1949 - 4870 PAVE

1970

C.B.E. = 23"

3" A.C. = C.B.E. / 6"

2" LEV = 2"

15" BASE = 15" / 23"

OR

3" A.C. = C.B.E. / 6.0

6" C.T. BASE = 12.0" (2.0)

6" L.T.S.6 = 4.8" (.8)

22.8"

N

COQUILLE

COOS COUNTY, OREGON

OREGON STATE HIGHWAY DEPARTMENT

IN COOPERATION WITH THE U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS

Population 4,750

Scale in Feet

Revised February 1966

SIGNED ROUTES

INTERSTATE

U.S.

ORE.

LEGEND

Post Office

School

R. R. Depot

Public Bldg.

CH – City Hall

CT – Court House

A – Armory

L – Library

Street open for travel.

Street dedicated but not open.

City Limits.

RECEIVED
MAR 12 1969
ENGINEER
COUNTY & CITY DIVISION

NOTED
H. S. COX

SCA

PROJECT DATA, CITY OF COQUILLE Date March 7, 1969

To be financed by Special City Allotment Fund and necessary city funds.

Street name East Fifth Street
(Locate project on attached map.)

Project length 2,600'

DESIRED STREET SECTION:

Standard roadway; width of travel way: 22 feet, width of shoulders: ____ feet

Curbed section; width curb to curb: 42'& ~~36'~~ MIN 40' feet

Remarks From North Central Boulevard to Baxter Street it will be 42 feet, curb to curb and balance of project ~~36'~~ MIN 4'

Surface now in place: Oil ____ Paving ____ Gravel X

Present surface width: 20 feet

RIGHT-OF-WAY: (City shall, without cost to State, provide all right-of-way required)

Width of present right-of-way: 80 feet

Additional right-of-way required? Yes ____ No X

State to furnish right-of-way descriptions? Yes ____ No X

Give width of intersecting streets: 60' R/W Minimum 98' R/W Maximum

Are intersecting streets curbed? Yes ____ No X

Remarks ____

CONCRETE CURBS: (All new curbs to be constructed at city's expense.)

Now in place? Yes ____ No X

Width between present curbs: ____ feet

City to construct curbs? Yes X No ____

To be constructed as part of project? Yes X No ____

NOTED
P. B. Arensmeier

Length of desired radius on curb returns: 15 feet

Does city desire special type of curbs? Yes ____ No X

Explain: Shall be integral curb and gutter 6" face 12" gutter 8" thick.

NOTED
RICHARD UNREIN

NOTED

SIDEWALKS (All new sidewalks to be constructed at City's expense.)- - - - - -

Are sidewalks now in place? Yes___ No X

Present sidewalks, Length: 0 feet; Width:_____feet

Distance between present sidewalks: 0 feet

Are sidewalks to be constructed as part of project? Yes X No___

Width of sidewalks to be constructed: 5 feet

Are sidewalks to be constructed only on one side of street? Yes X No___

Are sidewalks to be constructed on both sides of street? Yes___ No X

Give: Length to be constructed	and	On which side of street			
1,700 feet		N.___	S. X	E.___	W.___
900 feet		N. X	S.___	E.___	W.___

Should sidewalks be placed against curbs? Yes X No___

Is utility strip required? Yes___ No X ; Width: _____feet

Remarks_____

STORM SEWERS -

Now in place? Yes X No___

If yes, are they adequate for increased flow? Yes X No___

Indicate depth of main lines from present surface: 2 feet

To be constructed by City? Yes X No___

To be constructed as part of project? Yes X No___

(Show location of outfall on city map.)

SANITARY SEWERS -

Now in place? Yes X No___ (NOTE: City to adjust if required.)

If yes, indicate depth of sewers from present surface: 6 feet

Remarks_____

NOTED
-2RICHARD UNREIN

WATER MAINS: (City to adjust if required.)

Now in place? Yes X No ___

If yes, how deep from present surface? 3 feet

Remarks We have one 8" cast iron water line on Collier to relocate. weather permitting.

DRIVEWAYS: (All driveway construction beyond curb line to be at city's expense.)

To be constructed as part of project? Yes X No ___

Asphaltic concrete? Yes ___ No X

Portland cement? Yes ___ No X

How many? ___

Must driveways be Portland cement to comply with city code? Yes ___ No X

Is there a city ordinance specifying width and number of driveways permitted? Yes ___ No X (If yes, please include copy of ordinance.)

Remarks We will rock driveways except where portland cement walk which will be 6" cement

FRANCHISED UTILITIES: (City is to arrange for any required adjustment.)

Gas lines? Yes X No ___

Electric poles? Yes X No ___

Which company? P. P. & L. AND UniGas
(NOTE: If city-owned, city to adjust.)

Telephone poles? Yes X No ___

Which company? General Telephone

Railroad tracks? Yes ___ No X

Which company? ___

Is crossing presently protected by automatic railroad signals?

Yes ___ No ___

Remarks Also Cable T. V. System will be taken care of.

NOTED
RICHARD UNREIN

NOTE

WORK TO BE DONE BY CITY AS PART OF PROJECT:

Grading? Yes X No ___

Clearing? Yes X No ___

Base rock? Yes X No ___

Concrete curbs? Yes X No ___

Driveways? Yes X No ___

Remarks Concrete curbs will be let for bid.

GENERAL INFORMATION:

Are city finances available? Yes X No ___

When available? Date July 1, 1969

Has city established grade on street? Yes ___ No X
(If yes, please include copy of data.)

Please indicate site for disposal of excess excavated material: East Fourth Street Central to Adams.

General remarks: We will forward a set of plans as soon as possible.

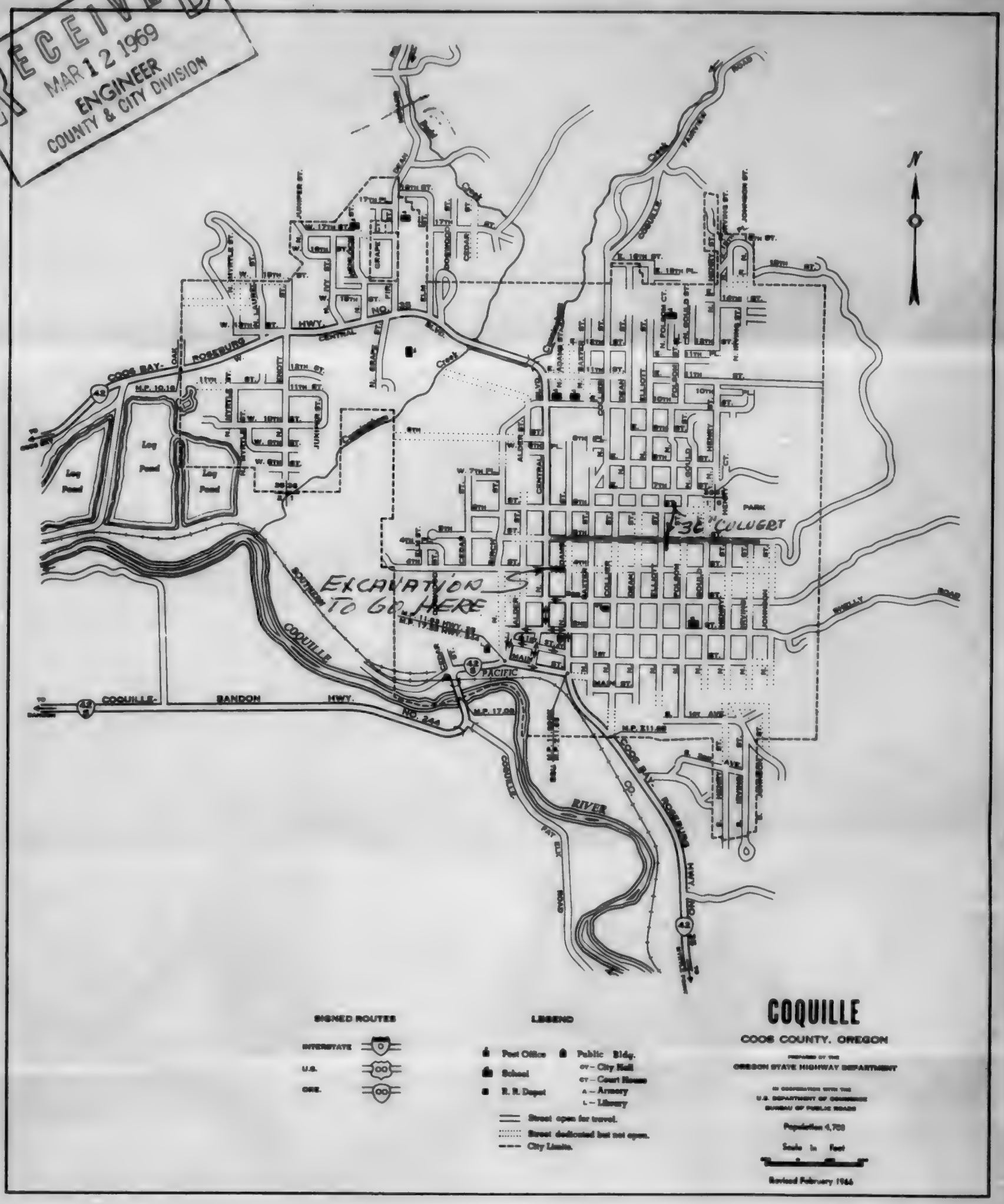
By Burr E. Nelson
Mayor

By John M Lee
~~City Recorder~~ or City Manager

By Ron Dungey
PUBLIC WKS. SUPT ~~City Engineer~~

NOTED
RICHARD UNREIN

RECEIVED
MAR 12 1969
ENGINEER
COUNTY & CITY DIVISION



NOTED
RICHARD UNREIN

R E S O L U T I O N 3-69

3-3-69

WHEREAS, under the provisions of ORS 366.800 and 366.805 there has been withdrawn from state highway funds appropriated for allocation to the several cities of the State of Oregon the sum of Two Hundred Fifty Thousand and No/100 ($250,000) Dollars, and said sum has been set up in a separate account to be administered by the State Highway Commission and to be spent each year by said Commission upon streets not a part of the state highway system, within cities, which are receiving excessive wear through sudden increases in population in the area or heavy and unusual traffic; and

WHEREAS, the City of Coquille is an incorporated city of the State of Oregon and has a population of 4700 as given by the latest official census; and

WHEREAS, the following streets of said city, East 5th Street between North Central Boulevard and North Johnson Street.

RECEIVED
MAR 6 - 1969
ENGINEER
COUNTY & CITY DIVISION

are not a part or parts of the state highway system, but are streets under the jurisdiction and control of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy and unusual traffic," and

WHEREAS, said streets are and each of them is in need of repair, reconditioning, and other major improvement,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare, and resolve:

1. That the aforesaid named streets of said city are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair by reason of excessive wear through sudden increases in population in the area, or by heavy and unusual traffic.

3. That the Oregon State Highway Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues which is to be administered and spent by the Highway Commission.

cc-50, 1959 Rev.)

NOTED
RICHARD UNREIN

4. That the City of Coquille does hereby offer to State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and therefore does designate John M. Lesher, City Manager as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 3rd day of March, 1969.

There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

- - - - - - - - - - - - - - - - - - -

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Coquille at a regular or special meeting of said Council, held on the 3rd day of March, 1969, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 4th day of March, 1969.

J F Hall
City Recorder

NOTED
RICHARD UNREIN

(cc-50, 1959 Rev.)

No Co. Rds within City

NOTED
RICHARD UNREIN

5 c A

City of COQUILLE

Oregon

97423

March 4, 1969

Mr. H. S. Cox
County and City Engineer
Oregon State Highway Department
Highway Building
Salem, Oregon 97310

Dear Mr. Cox:

Enclosed is a copy of a City Council Resolution, dated March 3, 1969, in which request is made for funds under provisions of ORS 366.800 and 365.805 for the improvement of East 5th Street.

This street is presently unimproved and has a gravel surface. A new hospital is now under construction at the eastern terminus of the ten blocks of this proposed street improvement. This street is already receiving an abnormal amount of traffic due to the hospital construction activity, thus causing a serious maintenance problem. Once the hospital is completed and in operation, a street of a higher class than gravel surfaced will obviously be needed to safely handle the increase in normal traffic, as well as the resultant emergency vehicle traffic. An inspection of the attached map will indicate that the most probable route that the public will use to the hospital, from State Highway No. 42 (Central Boulevard), will be this street.

Because of the impact upon the useage of this street as a result of the new hospital, the City feels that the street must be paved, curbed and guttered immediately. Therefore, as the City is not presently in a position financially to completely fund this project; it becomes necessary to make this request for assistance.

Thank you in advance for both your's and the Highway Commission's consideration of this matter.

Yours truly,

John M. Lesher
City Manager

JML:ps
Encl.

RECEIVED
MAR 6 - 1969
ENGINEER
COUNTY & CITY DIVISION

NOTED
RICHARD UNREIN

NOTED

January 14,1969

Mr Jack Lesher

City Manager

Coquille, Oregon

Dear; Sir

The following is an estimate for the improvement of West Fifth street from North Central Blvd. to North Baxter street, fourty two feet wide and from North Baxter street East to North Irving street, thirty six feet wide with a five foot sidewalk on one side.

5,120 lin. ft. of curb and gutter @ $1.80	$9,216.00
1,839 tons of 3" asphalt @ $11.00	$20,229.00
3,052 cu. yds. 2½" base rock (8") @$4.50	$13,734.00
957 cu. yds. 3/4 - 0" base rock (2") @ $4.90	$4,689.30
12,300 sq. ft. sidewalk (5') @$0.50	$6,150.00
4000 ± cu. yds. excavation @ $1.50	$6,000.00
Total	$60,018.30
+5%	$3,000.00
Total project	$63,018.30

If the Highway Dept. takes care of the asphalt this would leave $42,779.30. There is 4,030.0 property feet involved in this project and if you assessed $3.00 per property foot this would leave $30,689.30 to be paid by bonds or some other source or if the $42,779.30 were assessed this would amount to $10.6152 per property foot.

If the City did the excavation and base rock preperation using our labor that is already budgeted and the State doing the asphalt, our breakdown would look like this;

5,120 lin. ft. of curb and gutter @ $.80	$9,216.00
1,839 tons of 3" asphalt @ 11.00	---------
3,052 cu. yds. 2½" base rock (8") @ $1.00	$3,052.00
957 cu. yds. 3/4 - 0" base rock (2") @ $1.00	$957.00
12,300 sq. ft. sidewalk (5') @ $0.50	$6,150.00
4,000 ± cu. yds. excavation @ $1.50	=========
Total	$19,375.00
+5%	$968.75
Total project	$20,343.75
Less $3.00 per property ft.	$12,090.00
Balance to be financed	$8,253.75

If the total cost of $20,343.75 were to be assessed to the property, this would run $5.048 per property ft.

Respectfully submitted

Ron Dungey

Ron Dungey

Public Works Supt.

9-1129 Squaw Creek-Cloverdale Rd. Sec. 1970
of McKenzie-Bend Hwy., E. of Sisters
#7432 (Grading & paving)

RECEIVED
FEB 10 1971
FOR FILING

9-1127
7432

February 10, 1971

General Insurance Co. of America
Portland Service Office
920 S. W. 6th
Portland, Oregon 97204

Gentlemen:

On February 5, 1971, we wrote to you concerning release of final payment on Contract No. 7432 awarded to R. L. Coats for work on the Squaw Creek-Cloverdale Road Section of the McKenzie-Bend Highway in Deschutes County.

Final payment on this contract is $13,432.75 and the total contract amount is $274,213.62, including $3,808.81 for work performed under force account.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

dw

cc R. L. Coats
1270 Ironton Avenue
Bend, Oregon 97701

bc Frank Morgan
Ivan Merchant
J. F. Putnam
V. E. Skoog
Attn: John Herr

RECEIVED
FEB 5 - 1971
FOR FILING

9-1129
7432

February 4, 1971

Oregon State Highway Commission

Gentlemen:

Work was completed November 6, 1970 on Contract No. 7432. The contract was with R. L. Coats and was for grading and paving on the Squaw Creek-Cloverdale Road Section of the McKenzie-Bend Highway in Deschutes County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective February 4, 1971 and that you concur in this procedure at the Commission meeting on February 16, 1971.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Floyd Query
Tom Edwards
A. E. Johnson
Victor D. Wolfe
F. D. Morgan
I. D. Merchant
L. H. Young
V. E. Skoog
J. F. Putnam

VG:fw

9-1129
7432

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Squaw Creek - Cleverdale Road		WEEK ENDING: Dec. 26, 1970
		SECTION PREFIX: 9-1129
HIGHWAY: McKenzie - Bend		COUNTY: Deschutes
NAME OF JOB: Squaw Creek - Cleverdale Road	KIND OF WORK: Grading and paving	
CONTRACTOR: R. L. Coats	CONTRACT NUMBER: 7432	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: July 31, 1970	DATE WORK STARTED: Aug. 20, 1970	ESTIMATED COMPLETION DATE: Complete
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: SUPERVISION:	SPECIFIED WORK DAYS: 70	WORK DAYS USED: 80
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 114
PROJECT AUTHORIZATION: $307,647.42	ENGINEERING AUTHORIZATION: $24,294.95	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $283,252.47	ENGINEERING COST TO DATE: $20,400.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 97
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $274,783.52	This Week: 193.00	DATE PROJECT WAS COMPLETED: Nov. 6, 1970
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 3 %	PERCENT OF AUTHORIZATION 84 %	

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.78	4.49			4.49
MILES PARTIALLY COMPLETED					
MILES COMPLETED	0.78	4.49			4.49
TOTAL ESTIMATED QUANTITIES (CONTRACT)	12,600	38,800			16,700
TOTAL QUANTITIES CORRECTED TO DATE	11,427	40,624			16,540
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	11,427	40,624			16,540
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

RECEIVED
DEC 29 1970
CONSTRUCTION
DIVISION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Semifinal estimate was submitted to the Regional Office on Dec. 22, 1970

* * * * * F I N A L R E P O R T * * * * *

SIGNED R. H. Clark LOCATION Bend

R. H. Clark, Res. Eng'r.

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

RECEIVED
AUG 3 - 1970
FOR FILING
9-1129
7432

July 31, 1970

Mr. R. L. Coats
1270 Ironton Avenue
Bend, Oregon 97701

Dear Mr. Coats:

The State Highway Commission today awarded to you State Highway Contract No. 7432 in the amount of $268,455 on the Squaw Creek-Cloverdale Road Section of the McKenzie-Bend Highway in Deschutes County.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cr

bc: F. D. Morgan
D. J. Barbee
I. D. Merchant
J. F. Putnam
R. H. Clark
William Geibel (SAIF)

RECEIVED
MAY 28 1970

FOREST
9-1129
7432
Porter

44337
KLABOE
[redacted]
2730

UNITED STATES DEPARTMENT OF AGRICULTURE
FOREST SERVICE
Region 6
P.O. Box 3623, Portland, Oregon 97208

May 22, 1970

Mr. Forrest Cooper
State Highway Engineer
Oregon State Highway Department
Salem, Oregon 97310

Dear Mr. Cooper:

Enclosed is a copy of the letter of consent that we have prepared and sent to the Regional Federal Highway Administrator for your reconstruction on the Squaw Creek Canal - Cloverdale Road Section of the McKenzie-Bend Highway.

This letter of consent is being issued without separate construction stipulations. Issuance is based on the assurancesmade to the Deschutes National Forest by Mr. O. B. Jackmond, Assistant Division Engineer, Division 4, that certain specifications and contract provisions would be included in your contract.

If we may be of further help to you in this matter, please let us know.

Sincerely,

R M Beeman
R. M. BEEMAN
Acting Regional Forester

Enclosure

copies 5-27-70

REFERRED TO
Barbee Young
BY ASST. STATE HWY. ENGR

NOTE:
F. B. KLAGUE

RECEIVED
MAY 25 1970
OFFICE OF
STATE HIGHWAY ENGINEER

UNITED STATES DEPARTMENT OF AGRICULTURE
FOREST SERVICE
Region 6
P.O. Box 3623, Portland, Oregon 97208

2730

May 22, 1970

Mr. Ralph M. Phillips
Regional Federal Highway Administrator
Department of Transportation
Federal Highway Administration
222 S.W. Morrison
Portland, Oregon 97204

Dear Mr. Phillips:

Application has been made for the appropriation and transfer of lands of the United States within the Deschutes National Forest for right-of-way for the reconstruction of McKenzie-Bend Highway (U.S. Highway 20) Squaw Creek Canal-Cloverdale Road Section. The area applied for is in NE¼NW¼, W½NE¼, SE¼NE¼, and NE¼SE¼ of Section 23, T. 15 S., R. 10 E., Willamette Meridian, as shown on the plat titled "Oregon State Highway Division, Located Line, Squaw Creek Canal-Cloverdale Road Section, McKenzie-Bend Highway" and marked as "DRG. No. 10C-47-20," traced by M.L.J., April 1970."

We agree to the appropriation and transfer of these lands under the provisions of Section 317 of the Act of August 27, 1958, (72 Stat. 916; 23 U.S.C. 317), under the following conditions which are to be included in the grant of Highway Easement Deed.

1. Outstanding valid claims, if any, existing on the date of this grant, and the Grantee shall obtain such permission as may be necessary on account of any such claims.

2. The Grantee and the Regional Forester shall make determination as to the necessity for archeological and paleontological reconnaissance and salvage within the right-of-way, and such reconnaissance and salvage to the extent determined necessary because of construction of the highway facility is to be undertaken by the Grantee in compliance with the act entitled "An Act for the Preservation of American Antiquities," approved June 8, 1906 (34 Stat. 225, 16 U.S.C. 432-433), and State laws where applicable.

3. Unless the Grantee and Regional Forester stipulate as to a shorter time, the easement herein granted shall terminate seven (7) years from the date of the execution of this deed by the United States of America in the event construction of a highway on the right-of-way is not started during such seven year period.

4. The easement herein granted is limited to use of the described right-of-way and the space above and below the established grade line of the highway pavement for the purpose of construction, operation, and maintenance of a highway in accordance with the approved plans described in the following condition number 5 and does not include the grant of any rights for non-highway purposes or facilities: Provided, That the right of the Forest Service to use or authorize the use of any portion of the right-of-way for nonhighway purposes shall not be exercised when such use would be inconsistent with the provisions of Title 23 of the United States Code and of the Bureau of Public Roads regulations issued pursuant thereto or would interfere with the free flow of traffic or impair the full use and safety of the highway, and in any case the Grantee and the Bureau of Public Roads shall be consulted prior to the exercise of such rights; and Provided further, That nothing herein shall preclude the Forest Service from locating National Forest and other Department of Agriculture information signs on the portions of the right-of-way outside of construction clearing limits.

5. The design and construction of highway project(s) situated on this right-of-way will be in accord with the provisions of Title 23, United States Code--Highways, and amendments; the Regulations for the Administration of Federal-Aid for Highways, effective May 11, 1960, and amendments and established procedures for Federal-aid projects, including the requirements of Bureau of Public Roads Instructional Memorandum of May 21, 1963, relative to "Coordination of public interests of highway improvements with those of fish and wildlife resources," and Circular Memorandum of May 25, 1964, directing "Consideration of the overall interests of the public in the Federal-aid highway programs and programs for the protection or improvement of parks and other outdoor recreational and historical resources," and the construction specifications of the State Highway Department as approved by the Bureau of Public Roads for use on Federal-aid projects.

The Regional Forester will be provided an opportunity to review plans relative to effects, if any, that the project works as planned will have upon adequate protection and utilization of the land traversed by the right-of-way and adjoining land under the administration of the Forest Service for the purposes for which such land is being administered. Those features of design, construction, and maintenance of the highway facility and of use of the right-of-way that would have effect on the protection and utilization of the land under the administration of the Forest Service are to be mutually agreed upon by the Regional Forester and the Grantee by conference or other communication during the preparation of the plans and specifications for each construction project, and the plans shall be revised, modified, or supplemented to meet the approval of the Regional Forester, or when deemed appropriate, supplemented by written stipulation between the Regional Forester and the Grantee, prior to start of construction.

The final design and the construction specifications for any highway construction project on the right-of-way will be presented to the Regional Forester for his approval and construction shall not begin until such approval is given: Provided, That if it is subsequently deemed necessary that the approved plans, specifications, or stipulation be amended or supplemented, any amendment or supplement shall be approved by the Regional Forester and the Grantee before being placed in effect.

6. Consistent with highway safety standards, the Grantee shall:

   a. Protect and preserve soil and vegetative cover and scenic and esthetic values on the right-of-way outside of construction limits.

   b. Provide for the prevention and control of soil erosion within the right-of-way and adjacent lands that might be affected by the construction, operation, or maintenance of the highway, and shall vegetate and keep vegetated with suitable species all earth cut or fill slopes feasible for revegetation or other areas on which ground cover is destroyed where it is deemed necessary during a joint review between the Regional Forester and the Grantee prior to completion of the highway and the Grantee

shall maintain all terracing, water bars, lead-off ditches, or other preventive works that may be required to accomplish this objective. This provision shall also apply to slopes that are reshaped following slides which occur during or after construction.

7. The Grantee shall:

   Establish no borrow, sand, or gravel pits; stone quarries; permanent storage areas; sites for highway-operation and -maintenance facilities; camps, supply depots; or disposal areas within the right-of-way, unless shown on approved construction plans, without first obtaining approval of the Regional Forester.

8. The Grantee shall maintain the right-of-way clearing by means of chemicals only after specific written approval has been given by the Regional Forester. Application for such approval must be in writing and specify the time, method, chemicals, and the exact portion of the right-of-way to be chemically treated.

It is also our understanding that granting of the easement to the State of Oregon will be delayed until after construction is completed on the projects included within this easement. Upon completion of construction, the State of Oregon will prepare and submit for approval of the Forest Service a final right-of-way plat reflecting any changes found necessary or desirable during construction. A revised letter of consent, if necessary, will be forwarded at that time.

You may authorize immediate entry under the above terms.

Sincerely,

R. M. Beeman

R. M. BEEMAN
Acting Regional Forester

Enclosure

cc: Deschutes
E
J. F. Putnam, Division Engineer, Division 4, Oregon State Highway Depart., P.O. Box 1249, Bend, Oregon 97701. w/enc.
Forrest Cooper, State Highway Engineer, Oregon State Highway Depart., Salem, Oregon 97310.

16-3313 Cove Palisades State Park, 1970
SW of Madras (Overnight camp)
#7434

RECEIVED
JUL 1 - 1971
FOR FILING

16-3313

7434

June 30, 1971

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

On May 20, 1971, we wrote to you concerning release of final payment on Contract No. 7434 awarded to Louis Kowalewski for an overnight camp area in The Cove Palisades State Park in Jefferson County.

Final payment on this contract is $1,000 and the total contract amount is $246,410.82, including $183.06 for work performed under force account.

Very truly yours,

Floyd Ousry, Secretary
OREGON STATE HIGHWAY COMMISSION

dr

cc Louis Kowalewski
P. O. Box 26
Madras, Oregon 97741

bc Frank Morgan
Ivan Marchant
J. F. Putnam
V. E. Skoog
Attn: John Herr

RECEIVED
JUL 21 1971
FOR FILING

16-3313
7434

(3)

June 23, 1971

Louis Kowolowski
P. O. Box 26
Madras, Oregon 97741

Gentlemen:

The State Highway Commission at its meeting on June 22, 1971, granted your request for an extension of the specified completion date to March 29, 1971, without assessment of liquidated damages, on Contract No. 7434 for the Cove Palisades State Park Overnight Camping Area Project in Jefferson County.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn:dr
bc F. D. Morgan
V. E. Skoog
J. F. Putnam
R. H. Clark

RECEIVED
JUN 1 - 1971
FOR FILING

16-3313
7434

May 28, 1971

Oregon State Highway Commission

Request for Extension of Time
No. 3
June 22, 1971 meeting

Gentlemen:

Louis Korolewski, contractor on The Cove Palisades State Park Overnight Camping Area project, Contract No. 7434, in Jefferson County, has requested an extension of the specified completion date from February 28, 1971 to March 29, 1971. The contractor cites adverse weather and increase in quantity of Asphaltic Concrete Mixture.

This project was completed March 29, 1971, with five days liquidated damages at $100 per day after allowing for a stop work period ordered by the State when weather would not permit final paving. The A. C. paving required was underestimated in the bid item and overran about 1,800 tons or 45 percent, and this added quantity justifies five days extension.

I recommend that the completion date be extended to March 29, 1971, which will delete all liquidated damages. This was a State project.

This matter will be on the agenda for your consideration at the June 22 meeting.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Floyd Query
Tom Edwards
A. E. Johnson
Victor D. Wolfe
F. D. Morgan
V. E. Skoog
L. H. Young
J. F. Putnam

JAB:fw sr

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7434 Contractor Louis Kovolowski

Highway - - - - -

Section The Cove Palisades State Park

Kind of Work Overnight Camping Area

It is recommended that the request for increase in the number of workdays within which to complete said contract be [redacted] or GRANTED. The reasons for such recommendation are as follows:

Adverse weather and an appreciable increase in Asphaltic Concrete tonnage.

Recommend 5 days extension for 45 percent overrun in A.C., which establishes new completion date of March 29, 1971 after allowing for ordered stop work period during which days are not counted.

Recommended for Approval:

J. F. Lutman
Division Engineer

Thos. O. Boyd
For Construction Engineer or Bridge Engineer

A. E. Johnson
State Highway Engineer

Contract No.	7434
Project designation	State (State-Federal)
Date awarded	July 31, 1970
Work started	August 13, 1970
Per cent completed	100 March 29, 1971 (Date)
Calendar Completion Date [redacted]	Feb. 28, 1971
Actual Completion Date [redacted]	Mar. 29, 1971
No. of Added Workdays Requested	29

D-539 (Rev.)—SM—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date April 8, 19 71

Gentlemen:

We, the undersigned, respectfully request an extension of contract time from 2/28/71 ~~days~~ to 3/29/71 days, within which to complete our Contract No. 7434, without the assessment of liquidated damages. The said contract is described as follows:

The Cove Palisades State Park

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Adverse weather and increase in quantity of Asphaltic Concrete Mixture as covered in Price Agreement #3.

Respectfully submitted,

Louis Kowalewski
Contractor

By .....

CONSENT OF SURETY

Date 5-10-71, 19

We, United Pacific Insurance Company

....., as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Edward I. Richardson
Attorney-in-fact

(SEAL)

Edward I. Richardson
Resident Agent

RECEIVED
MAY 14 1971
BRIDGE DIVISION

UNITED PACIFIC INSURANCE COMPANY
A MEMBER OF UNITED PACIFIC INSURANCE GROUP
HOME OFFICE: TACOMA, WASHINGTON 98401
FIDELITY AND SURETY DEPARTMENT

POWER OF ATTORNEY

KNOW ALL MEN BY THESE PRESENTS:

That the UNITED PACIFIC INSURANCE COMPANY, a corporation of the State of Washington, having its principal offices in the city of Tacoma, Washington, pursuant to authority granted by By-Law No. 37-A of its By-Laws, which reads as follows:

"The President, any Executive Vice-President, any other Vice-President, any Assistant Vice-President, or any Resident Vice-President of this Corporation, shall have authority to appoint in writing such attorneys-in-fact as the business of the Company may require, and to authorize such attorneys-in-fact, and each of them, to execute on behalf of the Company, any bonds, recognizances, stipulations, contracts of indemnity and other undertakings of like character, or to exercise any lesser number of said powers as hereinbefore set forth.

"Said appointments shall be attested by the Secretary or an Assistant Secretary of this Corporation under its seal. The signature of the Secretary or any Assistant Secretary to certified copies of such powers of attorney may be original or facsimile, and when the corporate seal is affixed thereto, any third party may rely on said certified copies of powers of attorney as the act and deed of this Corporation. The President, any Executive Vice-President, any other Vice-President, any Assistant Vice-President, or any Resident Vice-President may revoke any appointment made pursuant hereto, and revoke any and all authority conferred by any such appointment."

does hereby nominate, constitute and appoint EDWARD I. RICHARDSON of CULVER, OREGON----------

its true and lawful Attorney-in-Fact, to make, execute, seal and deliver for and on its behalf, as surety, and as its act and deed,

ANY AND ALL BONDS AND UNDERTAKINGS OF SURETYSHIP.

The execution of such bonds or undertakings in pursuance of these presents, shall be as binding upon said Company, as fully and amply, to all intents and purposes, as if they had been duly executed and acknowledged by the regularly elected officers of the Company at its office in Tacoma, Washington, in their own proper persons.

IN WITNESS WHEREOF, the UNITED PACIFIC INSURANCE COMPANY has caused these presents to be signed by its Executive Vice-President and its corporate seal to be hereto affixed, duly attested by its Assistant Secretary, this 25th day of March, 1971.

UNITED PACIFIC INSURANCE COMPANY

Attest: s/ GERRY L. WHITE
Assistant Secretary

By MORRIS E. BROWN (SEAL)
Executive Vice-President

STATE OF WASHINGTON
County of PIERCE } ss.

On this 25th day of March, 1971, personally appeared MORRIS E. BROWN and GERRY L. WHITE, to me known to be the Executive Vice-President and Assistant Secretary, respectively, of UNITED PACIFIC INSURANCE COMPANY, and acknowledged that they executed and attested the foregoing instrument and affixed the seal of said corporation thereto, and that By-Law No. 37-A, set forth therein, is still in full force.

Witness my hand and seal hereto affixed the day and year first above written.

My Commission Expires January 15, 1974.

s/ Bertha M. Barragar
Notary Public in and for the State of Washington
Residing at Tacoma

STATE OF WASHINGTON
County of PIERCE } ss.

I, GERRY L. WHITE Assistant Secretary of the UNITED PACIFIC INSURANCE COMPANY, do hereby certify that the foregoing instrument is a true copy of a Power of Attorney duly and regularly issued by said Company, and that the same is still in full force and effect.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the seal of said Company at the City of TACOMA this 10th day of May, 1974.

Gerry L. White (SEAL)
Assistant Secretary

B-1027A General – Power of Attorney Rev. 11-66

FORM E-20

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 24, 1971

To:

Mr. A. E. Johnson
Assistant State Highway Engineer
BUILDING

SUBJECT: The Cove Palisades State Park
Contract No. 7434
Request for Time Extension

Louis Kowolowski has requested an extension of time on this project from the specified February 28 to the actual completion date of March 29. The contractor cites adverse weather and an increase in the A. C. quantity.

Actually under the current specs, there are only 5 days liquidated damages at $100 per day. A stop work order was issued covering three days in February and was not lifted until March 22. Eight days were then used to complete the project March 29. Three of these days were carried over from the original contract time allowed leaving 5 days liquidated damages at $100 per day.

This project included paving of an overnight camp development with three camping loops, a parking area and a trailer sanitation station loop all of which involved irregular shapes and curves. The A. C. required to accomplish all this was underestimated in the bid item, so it overran about 1,000 tons or 45 percent.

All work except paving was done by February 23. The overrun in the A. C. item easily justifies the 5 days extension necessary to eliminate all liquidated damages. This was a State project. A rough draft letter to the Highway Commission is enclosed.

F. D. Morgan
Construction Engineer

By

John A. Bond
Construction Administration Engineer

JAB:fw
Enc.
cc V. L. Gallagher

NOTED
A. E. JOHNSON

RECEIVED
MAY 25 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 19 1971
FOR FILING

16-3313
7484

May 18, 1971

Oregon State Highway Commission

Gentlemen:

Work was completed March 29, 1971 on Contract No. 7484. The contract was with Louis Kowolowski and was for an overnight camp area on The Cove Palisades State Park Section in Jefferson County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective May 18, 1971 and that you concur in this procedure at the Commission meeting on June 22, 1971.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Floyd Query
Tom Edwards
A. E. Johnson
V. D. Wolfe
F. D. Morgan
I. D. Merchant
V. E. Skoog
L. H. Young
J. F. Putnam

VG:fw

1-3313
1434

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: The Cove Palisades State Park		WEEK ENDING: May 8, 1971
		SECTION PREFIX: 16-3313
HIGHWAY: —		COUNTY: Jefferson
NAME OF JOB: The Cove Palisades State Park	KIND OF WORK: Overnight Camping Area	
CONTRACTOR: Louis Kowolowski	CONTRACT NUMBER: 7434	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: July 31, 1970	DATE WORK STARTED: August 13, 1970	ESTIMATED COMPLETION DATE: Complete
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: SUPERVISION:	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 103
PROJECT AUTHORIZATION: $262,703.14		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $241,872.30	ENGINEERING AUTHORIZATION $20,468.00	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $246,872.15	ENGINEERING COST TO DATE $22,000.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 102
ESTIMATED PERCENT: OVERRUN 2.1 %	PERCENT OF AUTHORIZATION 107 %	DATE PROJECT WAS COMPLETED: March 29, 1971 S.F. May 5, 1971

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING | DRAINAGE | GRADING | BASE | OIL AND/OR PAVE. | MAT'L. PROD.

ALL ITEMS COMPLETE

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	8,000 CY	5,775 CY			2,200 T
TOTAL QUANTITIES CORRECTED TO DATE	8,000 CY	7,350 CY			3,279 T
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Semi-Final Estimate submitted on May 5, 1971

FINAL REPORT

SIGNED R. H. Clark LOCATION Bend

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

RECEIVED
NOV 19 1970

FOR FILING
16-3213
7434

SP*52503-734

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

October 23, 1970

To: THE FILES

SUBJECT: The Cove Overnight Camp
Contract #7434

On Thursday, October 22, I phoned Wilmer Robertson, Resident Engineer in charge of the above contract, and told him to install a 12" conduit under the southerly crossroad of the camp loop.

This conduit will be used for future irrigation needs.

J.H.

John Hollingsworth, Supervisor
Field Engineering
State Parks Section

JH:bt

cc: Al Zimmerman

NOTED
E. S. HUNTER

RECEIVED
AUG 3 - 1970
FOR FILING
16-3313
7434

July 31, 1970

Mr. Louis Kovalowski
P. O. Box 26
Madras, Oregon 97741

Dear Mr. Kovalowski:

The State Highway Commission today awarded to you State Highway Contract No. 7434 in the amount of $230,956.75 in The Cove Palisades State Park in Jefferson County.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Floyd Ousry, Secretary
OREGON STATE HIGHWAY COMMISSION

cr

bc: F. D. Morgan
D. J. Barbee
I. D. Merchant
David Talbot
J. F. Putnam
R. H. Clark
William Geibel (SAIF)

18-1147 Alameda Ave. at Esplanade St. 1970
(Klamath Falls) Section
#7435 (Traffic signals)

(1) H 3918

RECEIVED
JUN 23 1971
FOR FILING

18-1147
7435

June 22, 1971

The American Insurance Co.
922 S.W. Washington St.
Portland, Oregon 97205

Gentlemen:

On June 16, 1971, we wrote to you concerning release of final payment on Contract No. 7435 awarded to Madsen and Stokes Electrical Contractors for a traffic signal installation on Alameda Avenue at Esplanade Street in Klamath Falls.

Final payment on this contract is $300 and the total contract amount is $16,718.67 including $65.67 for work performed under force account.

Very truly yours,

Floyd Avery, Secretary
OREGON STATE HIGHWAY COMMISSION

fm

cc Madsen and Stokes Electrical Contractors
P.O. Box 220
Roseburg, Oregon 97470

Duegan Bunn Agency
P. O. Box 730
Roseburg, Oregon 97470

Frank Morgan
Ivan Merchant
V. E. Skoog
Attn: John Kerr
J. F. Putnam

JUN 16 1971
FOR FILE
18-1147
7435

June 15, 1971

Oregon State Highway Commission

Gentlemen:

Work was completed April 30, 1971 on Contract No. 7435. The contract was with Madsen and Stokes Electrical Contractors and was for a traffic signal installation on the Alameda Avenue at Esplanade Street (Klamath Falls) Section of the Klamath Falls-Malin Highway in Klamath County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective June 15, 1971 and that you concur in this procedure at the Commission meeting on June 22, 1971.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Floyd Query
Tom Edwards
A. E. Johnson
V. D. Wolfe
F. D. Morgan
I. D. Merchant
V. E. Skoog
L. H. Young
J. F. Putnam

VG:fw

18-1147
7435

FORM S-1 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Alameda Ave. at Esplanade St. (Klamath Falls)		WEEK ENDING: May 22, 1971
		SECTION PREFIX: 18-1147
HIGHWAY: Klamath Falls-Malin		COUNTY: Klamath
NAME OF JOB: Alameda Ave. at Esplanade St. (K. Falls)	KIND OF WORK: Traffic Signal Installation	
CONTRACTOR: Madson & Stokes Electrical Contr.	CONTRACT NUMBER: 7435	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: August 13, 1970	DATE WORK STARTED: January 25, 1971	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: -- SUPERVISION: --	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS: 180	CALENDAR DAYS USED: 249
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 138
PROJECT AUTHORIZATION: $ 21,724.08		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: Engl. of Eng. 100
EXCLUSIVE OF ENGINEERING: $ 19,826.78	ENGINEERING AUTHORIZATION: $ 1,897.30	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 19,486.67	ENGINEERING COST TO DATE: $ 1,998.47	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 99
ESTIMATED PERCENT: [redacted] UNDERRUN . . . . . 1.7 %	PERCENT OF AUTHORIZATION . . . . . 105 %	DATE PROJECT WAS COMPLETED: April 30, 1971

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Snow Flurries Wind-Cool			0
MONDAY	Partly Cloudy Wind-Cool			0
TUESDAY	Clear & Warm A.M. Partly Cloudy P.M.			0
WEDNESDAY	Partly Cloudy Wind-Cool			0
THURSDAY	Cloudy-Wind Cool-Snow			0
FRIDAY	Cloudy-Cool-Wind			0
SATURDAY	" " "			0

Routing
Boehme
Johnsen

RECEIVED
MAY 21 1971
CONSTRUCTION
DIVISION

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Project Completed.

Semi-final was submitted to Regional Office May 8, 1971.

This is the last weekly report for this project.

SIGNED E. J. Dunn LOCATION Klamath Falls

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

RECEIVED
AUG 19 1970
PUBLIC HEARING
18-1147
7435

August 18, 1970

3599

Mr. Lawrence C. Casey
City Manager
City of Klamath Falls
226 South Fifth
Klamath Falls, Oregon 97601

Dear Mr. Casey:

This will acknowledge receipt of a check in the amount of $10,720 covering the City's share of the traffic signal installation at Alameda and Esplanade Avenue in Klamath Falls. We have proceeded with the award of contract.

You reiterate the wish of the City Council that this project be designed to provide for the left-turn movement from eastbound Esplanade to northbound Alameda and that the planned installation be such that it can easily be modified to provide for the desired left-turn movement. The present plan is such that it can be readily upgraded to provide for the desired left-turn at some future time.

Very truly yours,

R. L. Porter
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

bc: R. L. Porter
Tom Edwards
Victor D. Wolfe
Floyd Query
V. E. Skoog - Check handed to John Herr 8-13-70.
F. B. Crandall
H. S. Cox
L. H. Young - Carl Nelson notified 8-12-70.

FBC:njc srb

SISTER CITY:
ROTORUA, NEW ZEALAND

CITY OF KLAMATH FALLS, OREGON

226 SO. FIFTH STREET ... TELEPHONE 884-3161
AREA CODE 503 ... ZIP CODE 97601

August 11, 1970

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Attention: Mr. F. B. Klaboe
Assistant State Highway Engineer

Dear Mr. Klaboe:

Enclosed is a check in the amount of $10,720.00 covering the City's share of the traffic signal installation at the intersection of Alameda and Esplanade Avenues in Klamath Falls.

I would like to make reference to my letter of February 17, 1970, to Mr. Tom Edwards which was transmitted with the agreement covering this project. This letter specifically indicated that the City Council wished this project to be designed to provide for the left-turn traffic movement from East-bound Esplanade to North-bound Alameda. It is my understanding that the proposed installation does not make any allowance for such left-turn movement.

It is, therefore, requested that while the proposed installation does not provide for any left-turn movements that said improvement be made so that it can easily be modified to provide for such left-turn movements when required in the future.

Sincerely yours,

Lawrence C. Casey
City Manager

LCC:par
Enclosure

8/14/70 Carl Nelson notified. -C

8/13/70 Check to John Herr by hand -C

RECEIVED
AUG 12 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
COUNTY & CITY SECTION
AUG 12 1970
☐ ENGR. ☐ COOR. ☐ DE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

RECEIVED
SEP 29 1970

18-1147

7435

August 13, 1970

Madsen & Stokes Electrical Contr.
P. O. Box 280
Roseburg, Oregon 97470

Gentlemen:

The State Highway Commission on July 31 accepted your proposal for a traffic signal installation on Alameda Avenue at Esplanade Street in the City of Klamath Falls on the Klamath Falls-Malin Highway in Klamath County for the sum of $18,723 and referred it to the State Highway Engineer with authority to award the contract as soon as approval of the City of Klamath Falls is received and the sum of $10,720 is deposited by the City.

Those conditions were fulfilled and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 7435.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin August 25, 1970.

Very truly yours,

Floyd Omery, Secretary
OREGON STATE HIGHWAY COMMISSION

er
Enclosures
bc: Pacific Builder & Engr., Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle, Wn., & Portland, Ore.
F. D. Morgan
I. D. Merchant
J. F. Putnam
H. D. Krehbiel
William Geibel (SAIF)

HAS 415

RECEIVED
JUL 20 1970
FOR FILING

SISTER CITY
ROTORUA, NEW ZEALAND
18-1147
7435

CITY OF KLAMATH FALLS, OREGON

226 SO. FIFTH STREET --- TELEPHONE 884-2161
AREA CODE 503 --- ZIP CODE 97601

July 16, 1970

RECEIVED
JUL 17 1970
ENGINEER
COUNTY & CITY DIVISION

Mr. Cy Cox, County - City Engineer
State Highway Department
Highway Building
Salem, Oregon 97310

Dear Mr. Cox:

In your letter of December 11, 1969, you requested that the City inform the State Highway Department as to what type of signal installation we would prefer at the intersection of Main and Alameda. Rather than doing this without the benefit of your advice, I would appreciate it if you would have your Traffic Engineering Department make a study of the intersection and recommend what they feel would be a proper type of installation at this location.

If we could have a general recommendation plus a rough estimate of cost for the alternates, if any, I would be happy to present this to the Council for their consideration.

Very truly yours,

Donald D. Todd
City Engineer

DDT:dr

F.B. Klaboe } info
J.F. Putnam }
F.B. Crandall - please handle

NOTED
F.B. KLABOE

RECEIVED
JUL 17 1970
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
DON HARWELL

RECEIVED
APR 22 1970
FOR FILING

18-1147
74135

44
3-17-71

March 19, 1970

MISC. CONTRACTS and AGREEMENTS No. 3928

City of Klamath Falls
City Hall
Klamath Falls, Oregon 97601

Attention: Rosie Keller
City Recorder

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering installation of traffic signals at the intersection of Alameda Street and Esplanade Street in Klamath Falls.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

Floyd Cuery, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm
Att.
cc F. B. Crandall
(conf. agreement attached)

RECEIVED
MAR 6 - 1970
FOR FILING

18-1147
7435

March 6, 1970

Oregon State Highway Commission

Gentlemen:

An agreement has been executed with the City of Klamath Falls for the installation of two-phase, fully-actuated traffic signals at the intersection of Alameda Street and Esplanade Street in Klamath Falls.

This agreement provides that the State shall do the work of the project with the City agreeing to pay one-half the cost, maintain the installation and pay for electrical energy. The total estimated cost of this installation is $20,000, the State's share to be taken from State Construction Funds.

Your approval of the agreement and authority for the Secretary to sign is recommended.

This matter will be on the agenda for your consideration at the March 17 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
Tom Edwards
V. D. Wolfe
F. B. Crandall
E. S. Hunter
H. S. Cox
J. J. Gix
J. F. Putnam
V. E. Skoog

LEG:njc sr

SISTER CITY
ROTORUA, NEW ZEALAND

CITY OF KLAMATH FALLS, OREGON

226 SO. FIFTH STREET ... TELEPHONE 884-3161
AREA CODE 503 ... ZIP CODE 97601

February 17, 1970

RECEIVED
FEB 20 1970
TRAFFIC ENGINEERING

Mr. Tom Edwards
Assistant State Highway Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Edwards:

Enclosed are two executed copies of the State-City agreement covering the installation of traffic signals at the intersection of Esplanade and Alameda Streets in Klamath Falls. Also enclosed is a copy of the resolution adopted by the Klamath Falls City Council authorizing the Mayor and City Recorder to execute said agreement.

The City Council, in authorizing the execution of this agreement, did make one stipulation concerning this project. The Council approved this agreement on the condition that the design of this signalization give preference to the left turn traffic movement from eastbound Esplanade to northbound Kit Carson (Alameda) over the other traffic movements involved at the intersection.

In these circumstances, I would like to request that the State submit its proposed designs for this project to the City for review prior to the time of calling for bids.

I hope this will meet with your approval and that of the State Highway Commission. Please let me know what else I can do to help bring this project to fruition.

Sincerely yours,

Lawrence C. Casey

Lawrence C. Casey
City Manager

LCC/sw
Enclosures (3)

RECEIVED
FEB 19 1970
OFFICE OF
STATE HIGHWAY ENGINEER

Dud-
Rd Commission

RESOLUTION NO. 1792

A RESOLUTION OF THE COMMON COUNCIL OF THE CITY OF KLAMATH FALLS, OREGON, AUTHORIZING THE MAYOR AND RECORDER TO EXECUTE AN AGREEMENT WITH THE STATE HIGHWAY COMMISSION FOR THE INSTALLATION OF TRAFFIC SIGNALS AT THE INTERSECTION OF ALAMEDA AND ESPLANADE STREETS.

WHEREAS, the Common Council of the City of Klamath Falls, Oregon, on January 5, 1970, did adopt Resolution No. 1781 requesting the State Highway Department to install signals at the intersection of Alameda and Esplanade Streets, and

WHEREAS, the State Highway Department has subsequently requested that the City enter into an agreement with the State Highway Commission for the installation of said signals, and

WHEREAS, said agreement provides that the State and City share equally the total project cost estimated at $20,000, the City will pay for all electrical energy after completion and the State shall have jurisdiction over the timing program of said signals.

NOW THEREFORE THE CITY OF KLAMATH FALLS HEREBY RESOLVES that the Mayor and City Recorder are hereby authorized to enter into an agreement with the State Highway Commission for the installation of traffic signals at the intersection of Alameda and Esplanade Streets.

Passed by the Common Council of the City of Klamath Falls, Oregon this 16th day of February, 1970.

Presented to the Mayor and by him approved and signed this 16th day of February, 1970.

Robert Ellsworth
Mayor

ATTEST: Rosie Keller
Recorder

STATE OF OREGON,
COUNTY OF KLAMATH SS.
CITY OF KLAMATH FALLS.

I, Rosie Keller, Recorder for the City of Klamath Falls, Oregon, do hereby certify that the above and foregoing is a true and correct copy of a resolution duly adopted by the Common Council of the City of Klamath Falls, Oregon, at a regular meeting held on the 16th day of February, 1970, and thereafter approved and signed by the Mayor and attested by the Recorder.

Rosie Keller
Recorder

RECEIVED
FEB 6 - 1970
FOR FILING

18-1147
7435

8122

February 3, 1970

Mr. Lawrence C. Casey
City Manager
City of Klamath Falls
City Hall
Klamath Falls, Oregon 97601

Dear Mr. Casey:

Thank you for your letter of January 6 submitting a copy of the resolution adopted by the City Council concerning the installation of traffic signals at the intersection of Esplanade and Alameda Streets in Klamath Falls.

The State Highway Division is willing to recommend the installation of two-phase fully-actuated traffic signals at this intersection. Enclosed are two copies of the State-City agreement covering the proposed installation. Will you please arrange for the execution of these agreements by the proper City officials and return them to this office. We will then recommend their execution by the State Highway Commission and if approved, will call for bids on the project.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. B. Cramdall
J. F. Putnam - Attachment
R. S. Cox

VPJ:mk fn

K Falls
Stop Signs
Alameda/Esplanade

SISTER CITY:
ROTORUA, NEW ZEALAND

CITY OF KLAMATH FALLS, OREGON

226 SO. FIFTH STREET --- TELEPHONE 884-3161
AREA CODE 503 --- ZIP CODE 97601

January 6, 1970

NOTED
H. S. COX

Mr. H. S. Cox
County and City Engineer
Oregon State Highway Department
Highway Building
Salem, Oregon 97310

Dear Mr. Cox:

Enclosed is a copy of a resolution adopted by the Klamath Falls City Council requesting the installation of four-way traffic signals at the intersection of Alameda and Esplanade Streets in the City of Klamath Falls.

I would appreciate it if you would refer this resolution to the proper authorities for immediate consideration.

Sincerely yours,

Lawrence C. Casey

Lawrence C. Casey
City Manager

LCC/sw
Enclosure

RECEIVED
JAN 7 1970
ENGINEER
COUNTY & CITY DIVISION

1-8-70
cc: Tom Edwards - please assign at your discretion
Thanks
Don H.

NOTED
HAROLD
REYNOLDSON

NOTED
R. H. PRANGE

NOTED
R. S. Arensmeier

Noted
Oscar H. Norberg

NOTED
RICHARD UNREIN

NOTED

RESOLUTION NO. 1781

A RESOLUTION OF THE COMMON COUNCIL OF THE CITY OF KLAMATH FALLS, OREGON, REQUESTING THE OREGON STATE HIGHWAY DEPARTMENT TO IMMEDIATELY INSTALL FOUR-WAY TRAFFIC SIGNALIZATION AT THE INTERSECTION OF ALAMEDA AND ESPLANADE STREETS.

WHEREAS the intersection of Alameda and Esplanade Streets presently and for some time has had three-way boulevard stop signs for the purpose of controlling traffic, and

WHEREAS the three-way stop signs are confusing and numerous accidents have occurred at this intersection over the past several years, and

WHEREAS the construction of the new bridge over the U.S.B.R. Canal at the intersection of Main and Alameda Streets has diverted a considerable amount of additional traffic through the Alameda-Esplanade intersection, and

WHEREAS this situation has created an extremely hazardous traffic condition at the Alameda-Esplanade intersection,

NOW THEREFORE THE CITY OF KLAMATH FALLS HEREBY RESOLVES that the Oregon State Highway Department be requested to take immediate steps to install four-way traffic signalization at the intersection of Alameda and Esplanade Streets.

Passed by the Common Council of the City of Klamath Falls, Oregon, this 5th day of January, 1970.

Presented to the Mayor and by him approved and signed this 5th day of January, 1970.

Robert E. Smith
Mayor

ATTEST: Rosie Keller
Recorder

STATE OF OREGON,
COUNTY OF KLAMATH, SS.
CITY OF KLAMATH FALLS.

I, Rosie Keller, Recorder for the City of Klamath Falls, Oregon, do hereby certify that the foregoing is a true and correct copy of a Resolution adopted by the Common Council of the City of Klamath Falls, Oregon, at a regular meeting held on the 5th day of January, 1970, and thereafter approved and signed by the Mayor and attested by the City Recorder.

Rosie Keller
Recorder

RECEIVED
JAN 7 1970
ENGINEER
COUNTY & CITY DIVISION

22-1137 Foster-Hufford Section, of Santiam Hwy., E. of Sweet Home 1970
#7436 (Paving)

RECEIVED
MAR 16 1971
FOR FILING

22-1137
7436

UNITED STATES DEPARTMENT OF AGRICULTURE
FOREST SERVICE
WILLAMETTE NATIONAL FOREST
Sweet Home Ranger District
4431 Highway 20
Sweet Home, Oregon 97386

IN REPLY REFER TO
7720

March 12, 1971

F. B. Klaboe
Assistant State Highway Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Klaboe:

Reference: Paving on the Foster-Hufford Road section Santiam Highway, Linn County.

We approved the paving that you did for us at the Foster Scale Station last November.

Our accountants told us yesterday that they have not yet received a bill from the Oregon State Highway Division for our share of the cost. They are waiting to be billed before they make the payment.

Would you please check this out for us and have a bill prepared if it hasn't already been done. This bill should be sent to:

Willamette National Forest
P. O. Box 1272
Eugene, Oregon 97401

We understand that our share of cost is $5,134.06. The payment should be processed as soon as the bill is received.

Sincerely,

Leo F. Baumgartner

LEO F. BAUMGARTNER
Timber Management Asst.

exig to Skaug
to handle
3-15-71

RECEIVED
MAR 15 1971
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
F. B. KLABOE

RECEIVED
DEC 17 1970
FOR clearance

72-1137
7436

December 17, 1970

General Insurance Co. of America
520 S. W. 6th
Portland, Oregon 97204

Gentlemen:

On December 14, 1970, we wrote to you concerning release of final payment on Contract No. 7436 awarded to Morse Bros., Inc., for paving on the Foster-Harford Road Section of the Santiam Highway in Linn County.

Final payment on this contract is $6,063.11 and the total contract amount is $111,743.57 including $3,386.10 for work performed under force account.

Very truly yours,

Floyd Curry, Secretary
OREGON STATE HIGHWAY COMMISSION

fbm

cc Morse Bros., Inc.
P. O. Box 7
Lebanon, Oregon 97355

Frank Morgan
Ivan Merchant
V. L. Smeeg
Attn: John Kerr
R. D. Asbury

RECEIVED
DEC 15 1970
FOR FILING

22-1137

7436

December 11, 1970

Oregon State Highway Commission

Gentlemen:

Work was completed October 27, 1970 on Contract No. 7436. The contract was with Morse Bros., Inc. and was for paving on the Foster-Hufford Road Section of the Santiam Highway in Linn County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective December 11, 1970 and that you concur in this procedure at the Commission meeting on January 5, 1971.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Floyd Query
Tom Edwards
A. E. Johnson
Victor D. Wolfe
F. D. Morgan
I. D. Merchant
V. E. Skoog
L. H. Young
R. D. Asburry

VG:fw

RECEIVED
DEC 3 - 1970
FOR FILE
22-1137
7436

150

December 2, 1970

District Engineer
U. S. Corps of Engineers
Post Office Box 2946
Portland, Oregon 97208

Attention: Colonel Paul D. Trieu

Dear Sir:

Re: DA-35-026-CIVENG-65-418
Foster-Mafford Road Section
Santiam Highway
State Contract No. 7436

Your November 2 letter requested additional information to clarify whether work performed under Extra Work Order No. 2 is within the scope of the Corps of Engineers' responsibility.

Four sections of guardrail were raised or straightened on the subject section. Horizontal guardrail corrections made at the two locations indicated on Extra Work Order No. 2 were likely necessitated by vehicle damage and therefore the responsibility of the State. Vertical guardrail correction due to settlement at the remaining two locations was paid for under bid items which were acknowledged as Corps' obligations.

We are in agreement that the work performed under Extra Work Order No. 2 is ordinary maintenance and therefore the responsibility of the State.

Very truly yours,

R. L. Porter
State Highway Engineer

By

A. E. Johnson
Assistant State Highway Engineer

cc R. L. Porter
Tom Edwards
F. D. Morgan
R. D. Asburry
V. L. Gallagher

JAB/VG:fw ms

DEPARTMENT OF THE ARMY
PORTLAND DISTRICT, CORPS OF ENGINEERS
P. O. BOX 2946
PORTLAND, OREGON 97208

NPPCO-SI

2 November 1970

Routing

Morgan
Decker
Bond
Walker
Boehme
Johnson

RECEIVED
NOV 6 1970
CONSTRUCTION DIVISION

Pease
Swan
Glenn
Litchfield
Gallagher
Stein

Mr. R. L. Porter
State Highway Engineer
Department of Transportation
Oregon State Highway Division
Salem, Oregon 97310

Dear Mr. Porter:

Your letter of 21 October 1970 concerning Extra Work Order No. 2 for guardrail repairs under Contract DA-35-026-CIVENG-65-418, Foster-Hufford Road Section, South Santiam Highway, has been reviewed. Without additional clarifying information it does not appear that the work performed under Extra Work Order No. 2 is within the scope of Article #3, "Obligations of the Government" of the contract.

If after further consideration you feel that the work performed qualifies as work in excess of ordinary maintenance, please submit sufficient data by which a determination by this office can be made.

This letter is executed by the undersigned as Successor Contracting Officer during the temporary absence of Colonel Paul D. Triem, Contracting Officer.

Sincerely yours,

Charles B. Brinkley, Jr.

CHARLES B. BRINKLEY, JR
Lieutenant Colonel, CE
Contracting Officer

Al Johnson
Please reply

RECEIVED
NOV 4 1970
OFFICE OF
STATE HIGHWAY ENGINEER

22-1137 F 7436

FORM E-1 (REV. 12-66)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Foster-Hufford Road		WEEK ENDING: Nov. 14, 1970
		SECTION PREFIX: 22-1137
HIGHWAY: Santiam		COUNTY: Linn
NAME OF JOB: Foster-Hufford Road	KIND OF WORK: paving	
CONTRACTOR: Morse Bros. Inc.	CONTRACT NUMBER: 7436	FEDERAL AID PROJECT NUMBER: state
DATE OF CONTRACT: 7/31/70	DATE WORK STARTED: 8/3/70	ESTIMATED COMPLETION DATE: 10/27/70
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: SUPERVISION:	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 60	CALENDAR DAYS USED 58
PROJECT AUTHORIZATION: $ 134,166.13	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 97
EXCLUSIVE OF ENGINEERING: $ 123,527.41	ENGINEERING AUTHORIZATION $ 10,638.72	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 111,955	ENGINEERING COST TO DATE $ 11,700	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 92
ESTIMATED PERCENT: OVERRUN / UNDERRUN - 9 %	PERCENT OF AUTHORIZATION 110 %	DATE PROJECT WAS COMPLETED: 10/27/70

S F est submitted 11/13/70

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
			100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT		1.90			1.90
MILES PARTIALLY COMPLETED					
MILES COMPLETED		1.90			1.90
TOTAL ESTIMATED QUANTITIES (CONTRACT)		2279 Ton			12,668 Ton
TOTAL QUANTITIES CORRECTED TO DATE		3382			10,913
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE		3382			10,913
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

Routing

Morgan — Pease

Decker — Swan

Bond — Glenn

Walker — Litchfield

Boehme

Johnson — Gallagher

Stein

RECEIVED
NOV 16 1970
CONSTRUCTION DIVISION
BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

No work by contractor.

Semi-final estimate submitted to Regional Office on Friday, Nov. 13th.

PROJECT COMPLETED

FINAL REPORT

SIGNED _____ LOCATION Albany

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

RECEIVED
NOV 9 - 1970

22-1137
7436

November 5, 1970

District Engineer
Corps of Engineers
P. O. Box 2946
Portland, Oregon 97208

RE: DA-35-026-CIVENG-65-418
Contract No. 7436
Foster-Hufford Road Section

ATTENTION: Colonel Paul D. Triem
Contracting Officer

Dear Sir:

Herewith for your information are copies of Extra Work Order No. 3 covering the cleaning shoulder areas adjacent to the pavement at the truck scales and the scaling station prior to placing shoulder rock on the Foster-Hufford Road Section of the Santiam Highway in Linn County.

There will be no change in the amount of the Corps of Engineers' responsibility for this project due to the work covered by this order.

Very truly yours,

R. L. Porter
State Highway Engineer

By

John A. Bond
Construction Administration Engineer

JK:fw

RECEIVED
OCT 22 1970
FOR ...
22-1137
7436

October 21, 1970

District Engineer
Corps of Engineers
Post Office Box 2946
Portland, Oregon 97208

ATTENTION: Colonel Paul D. Triem
Contracting Officer

Gentlemen:

Re: DA-35-026-CIVENG-65-418, Contract #7436
Foster-Hufford Road Section

Herewith for your consideration and approval are copies of Extra Work Order No. 2 covering realignment of existing guardrail damaged by vehicles on the Foster-Hufford Road Section of the Santiam Highway in Linn County.

The work to be done was not covered by the contract for this project but is necessary to satisfactorily complete the project.

The amount of the order is $225.00 with the Corps of Engineers' share of the cost being $112.50.

Your approval of this order is requested.

Very truly yours,

R. L. Porter
State Highway Engineer

By
John A. Bond
Construction Administration Engineer

BMW:jp
cc: R. D. Asburry
Keats Oliver

RECEIVED
AUG 24 1970
FOR FILING

22-1137
7436

XXXXXXXXXX

August 21, 1970

District Engineer
Corps of Engineers
P. O. Box 2946
Portland, Oregon 97208

ATTENTION: Colonel Paul D. Triem
Contracting Officer

RE: DA-35-026-CIVENG-65-418
Contract No. 7436
Foster-Hafford Road Section

Dear Sir:

Herewith for your information are copies of State Force Order No. 1 covering striping on the Foster-Hafford Road Section of the Santiam Highway in Linn County.

The amount of $200 as the Corps of Engineers' share of the cost of the striping was approved by your office in letter dated August 10, 1970.

Very truly yours,

R. L. Foster
State Highway Engineer

By

John A. Bond
Construction Administration Engineer

JK:fw

cc R. D. Asburry
Keats Oliver

RECEIVED
AUG 24 1970
FOR FILING

22-1137
7436

XXXXXXXXXX

August 21, 1970

District Engineer
Corps of Engineers
P. O. Box 2946
Portland, Oregon 97208

ATTENTION: Colonel Paul D. Triem
Contracting Officer

RE: DA-35-026-CIVENG-65-418
Contract No. 7436
Foster-Hafford Road Section

Dear Sir:

Herewith for your information are copies of State Force Order No. 1 covering striping on the Foster-Hafford Road Section of the Santiam Highway in Linn County.

The amount of $200 as the Corps of Engineers' share of the cost of the striping was approved by your office in letter dated August 10, 1970.

Very truly yours,

R. L. Foster
State Highway Engineer

By

John A. Reed
Construction Administration Engineer

JK:fw

cc R. D. Asburry
Keats Oliver

RECEIVED
AUG 24 1970
FOR FILING

22-1137

7436

XXXXXXXXXX

August 21, 1970

District Engineer
Corps of Engineers
P. O. Box 2946
Portland, Oregon 97208

ATTENTION: Colonel Paul D. Triem
Contracting Officer

RE: DA-35-026-CIVENG-65-418
Contract No. 7436
Foster-Halford Road Section

Dear Sir:

Herewith for your information are copies of Extra Work Order No. 1 covering flagging on the Foster-Halford Road Section of the Santiam Highway in Linn County.

The amount of $800 as the Corps of Engineers' share of the cost of the flagging was approved by your office in letter dated August 10, 1970.

Very truly yours,

R. L. Porter
State Highway Engineer

By

John A. Bond
Construction Administration Engineer

JK:fw

cc R. D. Asberry
Keats Oliver

RECEIVED
AUG 20 1970
[illegible]NG
22-1137
7436

10 August 1970

Mr. R. L. Porter
State Highway Engineer
Department of Transportation
Oregon State Highway Division
Salem, Oregon 97310

Dear Mr. Porter:

Thank you for your letter of 29 July 1970 concerning the paving contract on the Foster-Rufford Road Section under the Deferred Maintenance Provisions of Contract No. DA-35-026-CIVENG-65-418 with inclosure of a tabulation of the State Highway Division's obligation quantities and extended unit prices.

You are authorized to proceed with the contract award and construction at an overall cost to the Government of $116,140.68.

Sincerely yours,

PAUL D. THIEN
Colonel, Corps of Engineers
Contracting Officer

ong to
Skeag
copies to Young
Barbee
8-20-70

RECEIVED
SEP 29 1970

22-1137
1436

July 31, 1970

Bid 7-23

Morse Bros., Inc.
P. O. Box 7
Lebanon, Oregon 97355

AGENDA
AUG 1 9 1970
3 l

Gentlemen:

The State Highway Commission today accepted your proposal for paving on the Foster-Hufford Section of the Santiam Highway in Linn County for the sum of $117,006.05 and referred it to the State Highway Engineer with authority to award the contract as soon as approval of the Corps of Engineers is received.

Approval has been received and the State Highway Engineer later today awarded you the project, which has been assigned Contract No. 7436.

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

Floyd Quary, Secretary
OREGON STATE HIGHWAY COMMISSION

cr

bc: Pacific Builder & Engr., Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle, Wn., & Portland, Ore.
F. D. Morgan
D. J. Barbee
I. D. Merchant
R. D. Asburry
Keats Oliver
William Geibel (SAIF)

RECEIVED
AUG 3 - 1970
[illegible]
22-1137
7436

UNITED STATES DEPARTMENT OF AGRICULTURE
FOREST SERVICE
WILLAMETTE NATIONAL FOREST
Sweet Home Ranger District
4431 Highway 20
Sweet Home, Oregon 97386

IN REPLY REFER TO
7720

July 30, 1970

F. B. Klaboe, Assistant State Highway Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Klaboe:

RE: Paving on the Foster-Hufford Road Section, Santiam Highway, Linn County

You have our concurrance in the award of this contract to Morse Brothers, Inc., on the basis set forth.

We are prepared to pay our half of the $10,268.12 as soon as the work is completed and accepted by you, and the bill sent to us.

Sincerely yours,

Orval E. Jess

ORVAL E. JESS
District Ranger

7-31-70
copies to
Johnson
Young
Barbee
Morgan
Skoog

NOTED
F.B. KLABOE

RECEIVED
JUL 31 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 3 1970

FOR FILING
22-1137
7436

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 29, 1970

Assignment: FBK-3549

SUBJECT: Paving of Foster Truck Scale and Log Scaling Site
Santiam Highway, Linn County

3549

To:
Mr. F. B. Klaboe
Assistant State Highway Engineer
Building

The paving of the Foster Truck Scale and Log Scaling Site is included in the Foster-Hufford Road Section paving project.

The letter dated July 13, 1970 from Mr. Hank Clow of the Forest Service gives their concurrence and approval. No additional agreement is needed.

D. J. Barbee
Design Engineer

NOTED
F.B. KLABOE

DEK:jp

RECEIVED
JUL 30 1970
OFFICE OF
STATE HIGHWAY ENGINEER

UNITED STATES DEPARTMENT OF AGRICULTURE
FOREST SERVICE

Willamette National Forest
P.O. Box 1272, Eugene, Oregon 97401

7720
July 13, 1970

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Cooper:

Mr. Jess has forwarded to us your letter of June 16th regarding paving of the Foster truck scale and log scaling site. We approve the proposed project and will pay one-half of the actual cost upon completion of the job.

Sincerely,

HANK CLOW
Forest Engineer

cc: Sweet Home RD

Routing

Barbee
Hall
A. Olson
Sample
Terpstra
Swanson
Trout
Wills
Hackleman
Scott
R. Olson
Carstensen

RECEIVED
JUL 24 1970
DESIGN
DIVISION

Discuss

RECEIVED
JUL 17 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 17 1970
OREGON
STATE HIGHWAY COMMISSION

6300-11 (1/69)

RECEIVED
JUL 3 - 1970
FOR FILING

22-1137
3432

26 June 1970

Mr. Forrest Cooper
State Highway Engineer
Department of Transportation
Oregon State Highway Division
Salem, Oregon 97310

Dear Mr. Cooper:

The plans and specifications for Contract No. DA-35-026-CIVENG-65-418, Santiam Highway, forwarded by your letter of 16 June 1970 are approved for construction. The State's cost sharing proposal for the additional shoulder paving is acceptable and complies with our original agreement.

Funds in the amount of $127,856.62 are available for this construction and will be disbursed upon receipt of your certified invoices.

Sincerely yours,

PAUL D. TRIEM
Colonel, Corps of Engineers
Contracting Officer

orig to Barker
copies to Johnson
Skoog
Morgan

7-3-70

NOTED
F. D. KLABOE

RECEIVED
JUN 17 1970
FOR FILING

22-1137
7436

June 16, 1970

Mr. Orville Jess
District Ranger
U. S. Forest Service
4431 Highway 20
Sweet Home, Oregon 97386

Dear Mr. Jess:

Re: Paving on the Foster-Hufford Road Section
Santiam Highway, Linn County

Reference is made to the proposed paving by the Oregon State Highway Division of the Foster-Hufford Road Section of the Santiam Highway in which you share construction obligations of a truck scale and log scaling site.

Two inches of asphaltic concrete will be placed on the above-mentioned area. The estimated cost for this work, including thirteen and one-half (13½) percent for engineering and contingencies, is $12,281. This cost is based on average bid prices and will be revised to reflect the actual contractor's bid prices at the time the contract is awarded. Cost for this work will be shared equally by our respective agencies. The State will bill you for your share of the costs.

Your concurrence and approval of your part of the proposed project and verification of availability of funds is requested.

Enclosed are two copies of the contract plans and two copies of the special provisions for this project.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Floyd Query
V. E. Skoog
L. H. Young
R. D. Asburry
D. J. Barbee
DEK:jp srb

Encs.

OREGON STATE HIGHWAY DEPARTMENT
QUANTITY SUMMARY & COST ESTIMATE

Sheet _____ of _____ Sheets

Section Foster-Hufford Road Unit Scale and Scaling Site
Highway Santiam County Linn Prefix
Length _____ Designer Davies Draftsman Date May 27, 1970
Signed _____ Title _____

Grading & Drainage		$
Surfacing		$ 10,820
Extra Work		
	$	
Total Extra Work		$
TOTAL		$ 10,820
35% ~~+20%~~ Engineering and Contingencies		$ 1,461
Structures		
	$	
Total Structures		$
Right of Way		$
Total Estimated Cost		$ 12,281

OREGON STATE HIGHWAY DEPARTMENT
QUANTITY SUMMARY & COST ESTIMATE Sheet ____ of ____ Sheets

Section Foster - Hufford Road Unit Scale & Scaling Site
Highway Santiam Highway County Linn Prefix
Length ____ Designer Lewis Draftsman Date May 22, 1972

Grading and Surfacing Items

Item	Unit	Net	10% Allow	Gross	Price	Amount
Class "B" Asphaltic Conc.	Ton	1025	103	1128	7 25	8178 -
Asphalt Cement in Mixture	Ton	67	7	74	33 00	2442 -
Asphalt in Tack Coat	Ton	1.5	.5	2	100 00	200 -

Total $10,820

Form E-9

OREGON STATE HIGHWAY DEPARTMENT

TABULATION SHEET

SHEET ..... OF ..... SHEETS

Foster - Hufford Road Section

Santiam Highway

May 27, 1970

Scale and Sealing Site Surfacing

Class "B" Asphaltic Concrete

82,500 □' (Planimetered) x 2" x .00621 = 1025 Tons

Asphalt Cement in Mixture

1025 Tons x 0.065 = 67 Tons

Asphalt in Tack Coat

82,500 □' (Planimetered) x .000132 = 1.5 Tons

RECEIVED
JUN 17 1970
FOR FILING

32-1137
7436

June 16, 1970

District Engineer
Corps of Engineers
Post Office Box 2946
Portland, Oregon 97208

Dear Sir:

Re: Contract No. DA-35-026-CIVENG-65-418
Foster-Hufford Road Section, Santiam Highway

Reference is made to the proposed paving by the Oregon State Highway Division of the Foster-Hufford Road Section of the Santiam Highway in which you share construction obligations as part of the Foster Reservoir project.

The base design that will be constructed is different than the design used under the terms of Contract No. DA-35-026-CIVENG-65-418. The contract called for three and one-half (3½) inches asphaltic concrete on the travel lanes, and one and one-half (1½) inches on the shoulder areas with two (2) inches of leveling material. The contract that will be let for the construction will have three and one-half (3½) inches of asphaltic concrete on the travel lanes and on the shoulder areas. Because of this change, the two (2) inches of leveling material on the shoulders will not be needed for the construction. However, the cost for this leveling material, according to the agreement, is the obligation of the Corps of Engineers and has been included in the estimate of your share. These estimated quantities, which are listed below, will have to be agreed upon:

Stone Leveling Course	1,945 tons
Watering	33 M-Gals.

The costs for these quantities have been carried as a credit against the total cost of the State's obligation.

The State's obligation is limited to the additional two (2) inches of asphaltic concrete to be placed on the shoulders instead of the leveling course materials mentioned above, plus the two (2) inches of asphaltic concrete to be placed on the scale and

and log scaling site. These estimated quantities are as follow:

Class "B" Asphaltic Concrete	3,167 tons
Asphalt Cement in Mixture	206 tons
Asphalt in Tack Coat	2 tons
Flagging	$200

These quantities will be the total obligation of the State and will have to be agreed upon. The State obligation will be a fixed amount with the Forest Service share of paving the scale site included. The Forest Service will be billed by the State for its share of the cost.

Application is hereby made by the Oregon State Highway Division of the State of Oregon at Salem, Oregon, for approval by the District Engineer, Corps of Engineers, of plans, special provisions, and quantities for the referenced section to be advertised for bidding.

Enclosed you will find drawings of the contract plans, special provisions, and detailed estimates for the project with a breakdown of the various obligations. Under the terms of Contract No. DA-35-026-CIVENG-65-418, costs for this work are to be allocated as follows:

Total Contract including 13½% Engineering and Contingencies	$154,173.01
Total Oregon State Highway Division and U.S. Forest Service Obligation	$ 26,316.39
Total Corps of Engineers Obligation	$127,856.62

The above costs are estimates and will be revised to reflect the actual contractor's bid prices at the time the contract is awarded.

In order that we may meet our contract schedule, your early attention to this matter will be greatly appreciated.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Floyd Query
L. H. Young
V. E. Skoog
D. J. Barbee
R. D. Asburry

DEK:jp srb

Encs.

(Original enclosures on file in Design Division.)

RECEIVED
MAY 25 1970
FOR FILING
Cont.
2DL 1137
7436

May 25, 1970

Oregon State Highway Commission

Gentlemen:

Under terms of an agreement with the Army Engineers, we have scheduled for July 23 the final paving contract of the Foster-Mafford Road Section of the Santiam Highway in Linn County. The length of this section is 1.9 miles.

The estimated cost of construction is $150,000. The Corps of Engineers has reserved $125,000 for the project. This leaves $25,000 as the State's share of the project. This share is occasioned by an increase in shoulder pavement depth beyond the scope of the original agreement with the Corps. When the agreement was drawn up, our standards called for shoulder pavement of only 1 1/2 inches. Since then, our standards have been changed to specify full travel way depth of pavement over the shoulder area.

I recommend that the required $25,000 be provided from current State Construction Funds and that you approve the project for construction.

This matter will be on the agenda for your consideration at the June 2 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Quary
R. L. Porter
F. B. Klaboe
V. D. Wolfe
L. H. Young
D. J. Barbee
V. E. Skoog
R. D. Asburry F. D. Morgan

LHY:ia sr

RECEIVED
6 1970
FOR FILING

DEPARTMENT OF THE ARMY
FORTLAND DISTRICT. CORPS OF ENGINEERS
P. O. BOX 2946
PORTLAND, OREGON 97208

NPPEN-DB-2
22-1137
7436

6 March 1970

Mr. Forrest Cooper
State Highway Engineer
Department of Transportation
Oregon State Highway Division
Salem, Oregon 97310

Dear Mr. Cooper:

NOTED
F. B. KLABOE

We concur with the recommendation in your letter of 9 January 1970 concerning cost of final surfacing on the South Santiam Highway under Contract No. DA-35-026-CIVENG-65-418 at Foster Reservoir Project.

We have reserved $125,000 for engineering and construction of final paving. You are authorized to advertise and award the proposed construction contract at an overall cost of this amount.

Sincerely yours,

ROBERT L. BANGERT
Colonel, Corps of Engineers
Contracting Officer

copies to Skoog
Morgan
Barbee
Young
3-11-70

RECEIVED
MAR 11 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 9 - 1970
FOR FILING

22-1137
7436

January 9, 1970

3180

District Engineer
Corps of Engineers
Post Office Box 2946
Portland, Oregon 97208

Dear Sir:

Thank you for your letter of December 23, 1969, concerning final surfacing on the South Santiam Highway under Contract No. DA-35-026-CIVENG-65-418 in connection with the Foster Reservoir Project.

A review of our estimate revealed that we had included the weigh station and log scaling facilities that are the responsibility of the State and the U. S. Forest Service. By eliminating these from the estimate, we have a new figure of approximately $114,000 for the Government's share of the proposed construction. This figure includes 20 percent for construction engineering and contingencies. This is our normal allowance for this type of preliminary estimate. When the work is completed, however, the Government will be billed for the actual cost. We still estimate the preliminary engineering will cost approximately $5,000. With construction costs rising constantly, it is our recommendation that at least $125,000 be reserved for this project.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
V. E. Skoog
D. J. Barbee
F. D. Morgan
R. D. Asburry

DLT:ak srb

DEPARTMENT OF THE ARMY
PORTLAND DISTRICT, CORPS OF ENGINEERS
P. O. BOX 2946
PORTLAND, OREGON 97208

NPPEN-DB-2

23 December 1969

REFERRED TO
[illegible]
BY DEPUTY STATE HIGHWAY ENGINEER

Mr. Forrest Cooper
State Highway Engineer
Department of Transportation
Oregon State Highway Division
Salem, Oregon 97310

Dear Mr. Cooper:

We have received your letter of 12 December 1969 concerning final surfacing on the South Santiam Highway under Contract No. DA-35-026-CIVENG-65-418 in connection with Foster Reservoir Project.

Currently $95,000 has been reserved to cover all remaining charges towards the above contract. Additional funds will be requested if your estimated contract, engineering and administrative costs exceed this amount. Your review of the estimate is suggested prior to the formal request for funds. Resurfacing cost should include the traveled way and shoulders from station 1000+27 to 1101+00 exclusive of the weigh station and log scaling facilities which are not a part of the agreement. The highway upstream of station 1101+00 was resurfaced with 3-1/2" asphalt surfacing under OSHD contract.

We concur with your initiation of design and advertisement of the surfacing contract within the available funds.

Sincerely yours,

PAUL D. TRIEM
Lieutenant Colonel, CE
Acting District Engineer

Routing
Barbee
Ian
A. Olson
Semple
Swenson
Wills
Scott
R. Olson
Carstensen

RECEIVED
DEC 30 1969
DESIGN
DIVISION

RECEIVED
DEC 26 1969
OFFICE OF
STATE HIGHWAY ENGINEER

DEC 18 1969

22-1137
7436

December 12, 1969

District Engineer
Corps of Engineers
Post Office Box 2946
Portland, Oregon 97208

Dear Sir:

Re: Contract No. DA-35-026-CIVENG-65-418
Relocation South Santiam Highway at
Foster Reservoir

The Oregon State Highway Division is ready to start preliminary work to complete our obligation under ARTICLE 2, OBLIGATIONS OF THE STATE, paragraph e, of the above contract. This is to let a contract for the final paving and we request your concurrence for letting in the spring of 1970. The preliminary estimate for this work is approximately $150,000. Preliminary engineering costs involved in preparing the contract for this work will be approximately $5,000.

Please let us know if you have funds available to cover this work. If so, we will begin to prepare plans and specifications in the near future.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
V. E. Skoog
L. H. Young
D. J. Barbee
F. D. Morgan
R. D. Asburry

DLT:bdr srb

24-3333 Champoeg State Park Section, north of Salem (Overnight camp area) 1970

#7437

RECEIVED
AUG 4 - 1971
FOR FILING

24-3333

7437

August 4, 1971

General Insurance Co. of America
Portland Service Office
1500 S. W. 1st Avenue
Portland, Oregon 97201

Gentlemen:

On July 28, 1971, we wrote to you concerning release of final payment on Contract No. 7437 awarded to Ross Bros. Construction, Inc., for an overnight camp area in Champoeg State Park in Marion County.

Final payment on this contract is $5,000 and the total contract amount is $223,111.58. No work was performed under force account.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

dr

cc Ross Bros. Construction, Inc.
3501 Brookside Road, N.E.
Salem, Oregon 97303

bc Frank Morgan
Ivan Merchant
J. B. Boyd
V. E. Skoog
Attn: John Herr

RECEIVED
JUL 28 1971
FOR FILING

24-3.3.33
7437

July 27, 1971

Oregon State Highway Commission

Gentlemen:

Work was completed May 21, 1971 on Contract No. 7437. The contract was with Ross Bros. Construction, Inc. and was for an overnight camp area on the Champoeg State Park Section in Marion County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective July 27, 1971 and that you concur in this procedure at the Commission meeting on September 7, 1971.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Floyd Query
Tom Edwards
A. E. Johnson
V. D. Wolfe
F. D. Morgan
I. D. Merchant
V. E. Skoog
L. H. Young
J. B. Boyd

VG:fw

24-3333
7437

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Champoeg State Park		WEEK ENDING: May 29, 1971
		SECTION PREFIX: 24 - 3333
HIGHWAY:		COUNTY: Marion
NAME OF JOB: Champoeg State Park	KIND OF WORK: Overnight Camp Area	
CONTRACTOR: Ross Bros. Construction, Inc.	CONTRACT NUMBER: 7437	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: July 31, 1970	DATE WORK STARTED: August 5, 1970	ESTIMATED COMPLETION DATE: May 21, 1971
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION:	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
PROJECT AUTHORIZATION: $241,415.06	SPECIFIED COMPLETION DATE: May 21, 1971	PERCENT OF TIME ELAPSED: 100
EXCLUSIVE OF ENGINEERING: $222,272.02	ENGINEERING AUTHORIZATION: $19,143.04	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $222,272.02	ENGINEERING COST TO DATE: $19,650.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT: OVERRUN / UNDERRUN: NONE %	PERCENT OF AUTHORIZATION: 103 %	DATE PROJECT WAS COMPLETED: May 21, 1971

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100					100

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	1.20	1.20			1.20
MILES PARTIALLY COMPLETED	1.20	1.20			1.20
MILES COMPLETED	1.20	1.20			1.20
TOTAL ESTIMATED QUANTITIES (CONTRACT)	Lump Sum	5,500 CY			2,900 Ton
TOTAL QUANTITIES CORRECTED TO DATE	Lump Sum	5,800 CY			3,415 Ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	100 %	5,800 CY			3,415 Ton
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

NONE

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Fair			
MONDAY	Fair			
TUESDAY	Showers			
WEDNESDAY	Showers			
THURSDAY	Cloudy			
FRIDAY	Fair			
SATURDAY	Fair			

RECEIVED
JUN 1 1971
CONSTRUCTION
DIVISION

Morgan
Decker
Pace
Walker
Stein
Boehme
Litchfield
Johnson
Gallagher
Stein

BEN GREGORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

The project was completed Friday May 21, 1971. Work suspension effective April 23 was terminated May 14 making May 21, 1971 the completion date. Final inspection was made May 25 by Messr's Wimer, Hollingsworth, Lens and the undersigned accompanied by the Contractor's superintendent Larry Blakely.

We will submit the semifinal estimate by June 4, 1971.

FINAL REPORT

SIGNED Arthur Duffy LOCATION Salem

Arthur Duffy

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

RECEIVED
AUG 3 - 1970
FOR FILE

24-3333
7437

July 31, 1970

Ross Bros. Construction, Inc.
3501 Brooklake Road, N.E.
Salem, Oregon 97303

Gentlemen:

The State Highway Commission today awarded to you State Highway Contract No. 7437 in the amount of $212,500.50 in Champoeg State Park in Marion County.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

or

bc: F. D. Morgan
D. J. Barbee
I. D. Merchant
David Talbot
R. D. Asburry
Arthur Duffy
William Geibel (SAIF)

RECEIVED
JUN 16 1970
FOR FILING

GAME COMMISSION

OFFICE OF THE DIRECTOR

Routing
Barbee — Trout
Hull — Wills
A. Olson — Hrabkowan
Sample — Scott
Terpin — R. Olson
Swenson — Carstenson
RECEIVED
JUN 9 1970
DESIGN
DIVISION

P.O. BOX 3503 • 1634 S.W. ALDER ST. • PORTLAND, OREGON • 97208 • Ph. 222-9611

TOM McCALL
GOVERNOR

COMMISSIONERS
GEORGE L. HIBBARD, Chairman
JOHN P. AMACHER, Vice Chairman
J. PAT METKE, Member
JOSEPH W. SMITH, Member
JAMES W. WHITTAKER, Member

JOHN W. McKEAN
State Game Director

June 5, 1970

cc's sent 6-9-70

F. B. Klaboe
L. H. Young
W. J. Hart (3)
C. G. Swenson
W. H. Tebeau
F. E. Terpin (3)
R. D. Asburry (4)
H. S. Coulter (2)

W.J.
F.B. KLABOE

State Highway Engineer
Highway Building
Salem, Oregon 97310

Attention Mr. Frank L. Hall

Dear Sir:

We are replying to your letter of June 1, 1970, which referred to the project plans for the following construction.

1. Yaquina Bay Bridge, Painting
   Oregon Coast Highway, Lincoln County

2. Willow Creek Bridge Section
   Wallowa Lake Highway, Union County

3. Champoeg State Park
   Overnight Camp Area, Marion County

A review of these plans indicates that there will be no conflict with wildlife resources, so they are approved.

Construction on the Willow Creek Bridge Section, which would produce siltation, should be completed prior to September 15, as there is an extensive sport-fishery in the Grande Ronde River below the project in the fall.

The opportunity to comment is appreciated.

RECEIVED
JUN 9 1970
OFFICE OF
STATE HIGHWAY ENGINEER

Very truly yours,

R. O. Koski

R. O. Koski
Fishery Staff Specialist

RECEIVED
JUN 9 1970
OFFICE OF
STATE HIGHWAY ENGINEER

ROK:js

cc: Dir. OFC, Wm. Brown

RECEIVED
JUN 16 1970
FOR FILING

JUN -2 1970
RECEIVED
FISH COMMISSION

Director
Asst. Director
Fiscal Officer
Spec. Asst.
Auditor
Licenses
Fish Culture
Engineering
Information
June 1, 1970
Surname

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

Mr. Robert W. Schoning
State Fisheries Director
Fish Commission of Oregon
307 State Office Building
Portland, Oregon 97201

Attention: Mr. Burt Carnegie

Dear Sir:

To comply with Modification No. 1 dated May 19, 1965 of our Memorandum of Understanding dated September 12, 1963, herewith the following preliminary plan sheets on projects scheduled for contract letting July 23, 1970:

No problems anticipated

Yaquina Bay Bridge, Painting
Oregon Coast Highway, Lincoln County

Willow Creek Bridge Section
Wallowa Lake Highway, Union County

water quality & passage

Champoeg State Park
Overnight Camp Area, Marion County

No problems anticipated

cc's sent 6-9-70

F. B. Klaboe
L. H. Young
W. J. Hart (3)
C. G. Swenson
W.H. Tebeau
F. E. Terpin (3)
R. D. Asburry (4)
H. S. Coulter (2)

Your special attention and recommendations will be appreciated.

S.H.R. 6-5-70
Dear Frank,
Fish passage & water quality should be maintained on Willow Cr. Bridge section. No conflicts anticipated at other jobs.
BURT

Very truly yours,

Forrest Cooper
State Highway Engineer

By
Frank L. Hall
Assistant Design Engineer

Attach.

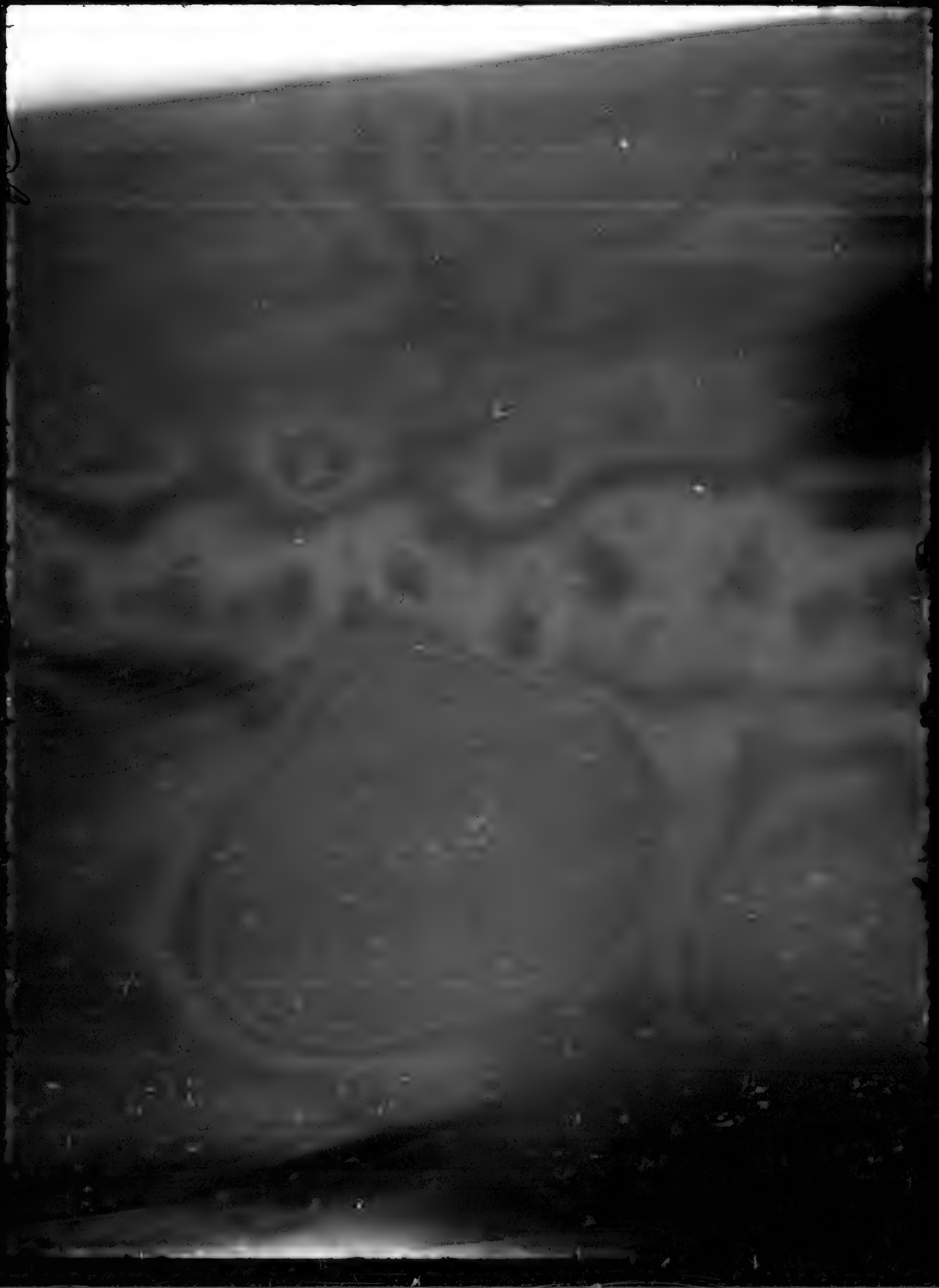
RECEIVED
JUN 9 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 8 1970
DESIGN
DIVISION

Hall
A. Olson
Campbell
Trout
Wills
Hankinson
Scott
S. Olson
Gentemann

126-1190 122nd Ave.-140th Ave. Section of N.E. Portland Hwy. (Sandy Blvd.) (Storm sewers) 1970

#7438



CAU 3977
-KR 694

RECEIVED
MAY 6 - 1971
FOR FILING

126-1190
7438

May 6, 1971

General Insurance Company of America
Portland Service Office
1500 S. W. 1st Avenue
Portland, Oregon 97201

Gentlemen:

A post-final payment for $5,764.47 will be made to Lord Bros. Contractors, Inc., on Contract No. 7438 for storm sewers on 122nd Avenue-140th Avenue Section of the N. E. Portland Highway in Multnomah County as soon as the warrant is prepared.

The total amount paid on this contract will be $166,162.17, including the post-final payment. Of the total, $2,410.92 is for force account.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

dr

cc Lord Bros. Contractors, Inc.
437 N. Columbia
Portland, Oregon 97217

bc Frank Morgan
Ivan Merchant
V. E. Skoog
Attn: John Herr
L. W. Rulien

NOTED ON CARD
5-6-71 dr.

RECEIVED
MAY 6 - 1971
FOR FILING

126-1190
7438

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 21, 1971

SUBJECT: 122nd Ave.-140th Ave. Section
Storm Sewer
Contract No. 7438
Price Agreement No. 2

To:

Mr. A. E. Johnson
Assistant State Highway Engineer
BUILDING

We propose to settle what has been referred to as a claim (I would prefer to call it a late adjustment) for imported bedding and backfill material on this project. Our file is attached and we recommend and would ordinarily approve the attached Price Agreement in the amount of $5,764.33.

If this had been negotiated during the life of the project, it would be processed as a routine order probably with no contact with your office. We have several other late adjustment matters on other projects involving amounts up to $10,000 or so. These are cases where we recognize a sound basis for adjustment and a mutually agreeable amount is arrived at with the contractor.

We would appreciate a little advice as to how far we should go in checking these out with higher authority. The subject project is a State project, so there is no Federal involvement. Ordinarily, an adjustment that we would be sanctioning would be with Federal Highway Administration concurrence. Perhaps there is some maximum amount that we could go to without specific Front Office or Commission approval.

F. D. Morgan
Construction Engineer

By

John A. Bond
Construction Administration Engineer

Approved 4-28-71
ASST. STATE HWY. ENGR.

JAB:fw

Enc.

Proceed w/ P.A.

orig. to Construction
4-28-71

SP 52475-734

RECEIVED
APR 16 1971

Furnish:
126-1170
7438

April 15, 1971

General Insurance Co. of America
1500 S.W. 1st
Portland, Oregon 97201

Gentlemen:

On April 1, 1971, we wrote to you concerning release of final payment on Contract No. 7438 awarded to Lord Bros. Contractors, Inc., for storm sewers on the 122nd Avenue-140th Avenue Section of the S.E. Portland Highway in Multnomah County.

Final payment on this contract is $7,687.36 and the total contract amount is $160,397.70 including $2,410.92 for work performed under force account.

Very truly yours,

Floyd Ousy, Secretary
OREGON STATE HIGHWAY COMMISSION

fbm

cc Lord Bros. Contractors, Inc.
437 E. Columbia
Portland, Oregon 97217

Frank Morgan
Ivan Merchant
V. E. Skoog
Attn: John Kerr
L. W. Halleen

RECEIVED
APR 1 - 1971
FOR FILING

126-1190
7438

March 31, 1971

Oregon State Highway Commission

Gentlemen:

Work was completed January 8, 1971 on Contract No. 7438. The contract was with Lord Bros. Contractors, Inc. and was for storm sewers on the 122nd Avenue-140th Avenue Section of the Northeast Portland Highway in Multnomah County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective March 31, 1971 and that you concur in this procedure at the Commission meeting on May 4, 1971.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Floyd Query
Tom Edwards
A. E. Johnson
V. D. Wolfe
F. D. Morgan
I. D. Merchant
V. E. Skoog
L. H. Young
L. W. Rulien

VG:fw

Const 126-1190 7438

FORM E-1 (REV. 10-68)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: 122nd Ave. - 140th Ave.		WEEK ENDING: February 19, 1971
		SECTION PREFIX: 126 - 1190
HIGHWAY: N. E. Portland		COUNTY: Multnomah
NAME OF JOB: 122nd Ave. - 140th Ave.	KIND OF WORK: Storm Sewer	
CONTRACTOR: Lord Bros. Construction Co.	CONTRACT NUMBER: 7438	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: August 12, 1970	DATE WORK STARTED: August 27, 1970	COMPLETION DATE: January 8, 1971
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: - SUPERVISION: -	SPECIFIED WORK DAYS: -	WORK DAYS USED: -
	SPECIFIED CALENDAR DAYS: 120	CALENDAR DAYS USED: 138
PROJECT AUTHORIZATION: $ 182,690.79	SPECIFIED COMPLETION DATE:	PERCENT OF TIME ELAPSED: 115
EXCLUSIVE OF ENGINEERING: $ 168,204.24	ENGINEERING AUTHORIZATION: $ 14,486	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 158,698.00	ENGINEERING COST TO DATE: $ 9,100	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT: OVERRUN / UNDERRUN 5.7 %	PERCENT OF AUTHORIZATION 62.8 %	DATE PROJECT WAS COMPLETED: January 8, 1971

Semi-final estimate submitted February 19, 1971

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	Storm Sewer	Out Fall	MAT'L. PROD.		
			100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED		-			
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	3,200	1,320			
TOTAL QUANTITIES CORRECTED TO DATE	3,200	1,320			
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	3,200	1,320			
AVERAGE DAILY QUANTITIES	0	0			
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	0	0			
NUMBER OF SHIFTS PER DAY	0	0			
HOURS PER SHIFT	0	0			

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	S			
MONDAY	H			
TUESDAY	O			
WEDNESDAY	W			
THURSDAY	E			
FRIDAY	R			
SATURDAY	S			

RECEIVED
FEB 22 1971
CONSTRUCTION
DIVISION
BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Work on the Semi-final estimate carried on all week. All items are complete and will be submitted to the Region Office today.

SIGNED W. G. Lankford LOCATION Portland

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

RECEIVED
MAR 30 1971
FOR FILING
126-1190
7438

February 18, 1971

Lord Bros. Contractors, Inc.
437 N. Columbia
Portland, Oregon 97217

Gentlemen:

The State Highway Commission at its meeting on February 16 approved an 18-day extension of time on Contract No. 7438 for storm sewers on 122nd Avenue-140th Avenue Section of N. E. Portland Highway in Multnomah County, thereby eliminating all liquidated damages.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

WT

cc: F. D. Morgan
V. E. Skoog
L. W. Rullen
Willard Scofield

RECEIVED
FEB 11 1971
FOR FILING

126-1190
7438

February 11, 1971

Oregon State Highway Commission

Request for Extension of Time
No. 3
February 16, 1971 Meeting

Gentlemen:

Lord Brothers, Inc., has requested an increase in the contract time on the 122nd Avenue-140th Avenue Storm Sewer project on the Northeast Portland Highway (Sandy Boulevard), Contract No. 7438 in Multnomah County. The contractor cites delay in relocating power lines which were in the project area and some added work items which were really quite minor.

The pole relocation work is a valid reason for extension. Two different utility companies had to relocate their poles along the entire distance of the project improvement along Sandy Boulevard. Time charges started on the contract August 24, 1970, and the contractor started and pursued the work on the outfall portion of the project where there was no utility involvement, so his work was able to proceed without interruption but at a slower rate because the Sandy Boulevard Section was not available until October 19, 1970.

The project was completed January 8, 1971, with 18 days liquidated damages assessed in the amount of $1,800. Because of the earlier utility delay, I recommend an 18-day extension which will delete all liquidated damages. This was a State project.

This matter will be on the agenda for your consideration at the February 16, 1971 meeting.

Very truly yours,

R. L. Porter
State Highway Engineer

bc Floyd Query
Tom Edwards
A. E. Johnson
Victor D. Wolfe
F. D. Morgan
V. E. Skoog
L. H. Young
L. W. Rulien

JAB:fw

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7438 Contractor Lord Bros., Inc.

Highway N.E. Portland

Section 122nd Ave. - 140th Ave.

Kind of Work Storm Sewer Installation

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED**. The reasons for such recommendation are as follows:

Recommend 18 day extension because of power pole interference along Sandy Blvd.

Recommended for Approval:

Division Engineer

for Construction Engineer or Bridge Engineer

Assistant State Highway Engineer

Contract No.	7438
Project designation	State (State or Federal)
Date awarded	August 12, 1970
Work started	August 27, 1970
Per cent completed	100% Jan 8, 1971 (Date)
No. of CALENDAR Workdays Allowed	120
No. of CALENDAR Workdays Used	138
No. of Added CALENDAR Workdays Requested	63

B-400 (Rev.)—8M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date December 18, 19 70

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 120 days to 183 days, within which to complete our Contract No. 7438, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: Delay in removal of P P & L Transmission Line, Sept. 15 to Nov. 17, 1970 - 45 Work Days. Nov. 2 to Nov. 6 Stop Work Order "K" Mart Property - 5 Days. Dec. 7 to Dec. 11, 1970, Extra Work Order Manhole Connection and Sewer Line Extension - 3 Days. Nov. 23 to Dec. 5, 1970, Delay in location of extra catch basin 10 Days, and installation of same.

Respectfully submitted,

LORD BROS. CONTRACTORS, INC.
Contractor

By W. T. Lord

CONSENT OF SURETY

Date December 31, 19 70

We, GENERAL INSURANCE COMPANY OF AMERICA

, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Arthur R. Ely Attorney-in-fact

(SEAL)

Resident Agent

RECEIVED
FEB 12 1971

FORM E-20 (REV. 10-68)

126-1490
7438

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 5, 1971

SUBJECT: 122nd Ave.-140th Ave. Storm Sewer
Contract No. 7438
Request for Time Extension

To:

Mr. A. E. Johnson
Assistant State Highway Engineer
BUILDING

Lord Brothers have requested a 63-day extension of time on the subject project because of power line relocation delay, an alleged stop work order, and extra work on a manhole connection, sewer line extension and catch basin. The time the contractor assigns to these reasons is exaggerated. The project was completed January 8, 1971 with only 18 days liquidated damages assessed at the rate of $100 per day. Some pertinent dates are:

August 12, 1970	Date of award and contract sent
August 24, 1970	Day count started (120 days allowed)
August 26, 1970	Work started
September 16, 1970	Power companies began their relocation
October 19, 1970	Workable areas available to contractor along Sandy Blvd.
November 17, 1970	Power relocation completed
December 21, 1970	120 days allowed elapsed
January 8, 1971	Contract complete

Power poles had to be moved out of the way through the entire length of the project on the southerly side of Sandy Blvd. where the new sewer line was installed. There was no utility conflict on the outfall portion of the project running north from Sandy Blvd. and the adjacent railroad out to the Columbia Slough outlet. The contractor worked in this latter area first and apparently paced his progress and size of his crew to the work area available to him.

NOTED
A. E. JOHNSON

The interference and delay from the poles was mentioned several times by the Resident Engineer on his weekly reports during October and November. The utility delay clearly justifies an extension for the 18 days liquidated damages involved. This extension is recommended by both the Resident and Regional Engineers and by this office. This was a State project. A rough draft letter to the Highway Commission is enclosed.

F. D. Morgan
Construction Engineer

By John A. Bond
John A. Bond
Construction Administration Engineer

JAB:fw
Attach.
cc V. L. Gallagher

RECEIVED
JAN 29 1971

FOR FILING

126-1170
7438

files

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 20, 1971

To: Mr. Floyd Query
Secretary
State Highway Commission
BUILDING

SUBJECT: Pipeline Crossing Agreement
122nd Avenue-140th Avenue Section
NE Portland Highway (Sandy Boulevard)
Multnomah County
Contract No. 7438

RAILROAD COMPANIES
FILE No. L-24

Attached you will find the State's original fully executed counterpart of the subject agreement.

Distribution of conformed copies has been made as indicated below.

T. W. Litchfield
Railroad and Utility Engineer

TWL:dl
cc: F. B. Klaboe
F. D. Morgan
V. E. Skoog w/agreement
E. F. Saling "
J. L. Sollis "
L. W. Rulien "
W. J. Scofield "
Jack Hesla "

1-26-71
noted in agrmt. book
Fran

Fran

NOTED
FLOYD QUERY

SP*93478-784

RECEIVED
OCT 29 1970

L24-1170
7438

Routing: F. D. Morgan, Parker, Bacon, Swan, Glenn, Litchfield, Gallagher, Stein

RECEIVED
OCT 19 1970
CONSTRUCTION DIVISION

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97202
October 16, 1970

To:
Memo to the File

SUBJECT:
Storm Sewer Contract
122nd and Sandy Boulevard
Contract No. 7438

We are undertaking a joint effort with Multnomah County for provision of a storm sewer and outfall along a portion of Sandy Boulevard. In doing so, we are correcting a situation where moderately heavy rainfall causes standing water and flooding of Sandy Boulevard just easterly of 122nd Avenue.

After letting our contract, we find a development going in just westerly of the west end of our proposed job. It is a fairly large development and will add water that will overtax our system, and could conceivably put us right back in the same situation with an undesirable flooding condition on Sandy Boulevard. The engineers for the development have requested that we enlarge some of our pipe sizes between their development and the outfall to our sewer system. In return, they have indicated that they will provide an extension to our sewer system across our frontage and along Sandy Boulevard.

We have had several discussions with the consultant engineers and with Multnomah County. It appears in the best interest of all to have the storm sewer system extended past this development and our contract sewer enlarged to accommodate the runoff. I have advised the developer that we would estimate the cost of the extension to the system, which they will put in, and apply that dollar figure as an offset to the cost on our enlarging our pipes with the developer to pay the difference. This is agreeable to Multnomah County as a solution. We have put the proposition to the developer as per attached copy of a letter from Willard Scofield.

NOTED
A. E. JOHNSON

L. W. Rulien
Regional Engineer

10/20/70
Copy to A E Johnson
Jan Johnson Bond
Ted

LWR:fb
Attach.
cc F. D. Morgan
H. S. Cox
W. J. Scofield

RECEIVED
OCT 21 1970
OFFICE OF
STATE HIGHWAY ENGINEER

OREGON STATE
HIGHWAY DEPARTMENT

DIVISION 1

P. O. BOX 02157 • PORTLAND, OREGON • 97202 • Phone 654-7741

October 13, 1970

Zarosinski-Tatone Engineers, Inc.
1924 S.E. Sixth Avenue
Portland, Oregon 97214

RE: K-Mart Storm Sewer
N.E. 122nd & Sandy Boulevard

Attention: Mr. Ronald Tatone

Gentlemen:

Your proposal, by letter dated August 19, 1970, concerning sharing of the cost of enlarging the west 1000 feet of the State-Multnomah County contracted storm sewer has been reconsidered. We will recommend acceptance of your proposal, with the following enumerated stipulations:

(1) The K-Mart developers will, at their expense, extend the Sandy Boulevard interceptor 212 feet of 21-inch C.S.P. west from the end of state contract, Station 120+00 (as per your K-Mart development plans). The estimated cost of the extension is $2200 based on 212 feet of 21-inch C.S.P. at $7.00, one standard manhole at $500, and approximately 150 cubic yards trench excavation at $1.50.

(2) The west 1000 feet of the current state-county contracted Sandy Boulevard interceptor will be increased by six inch diameter. This increased pipe size is estimated to cost an additional $3500 based on $3.00 per foot additional for 500 feet of 27-inch instead of 21-inch C.S.P., and $4.00 per foot additional for 500 feet of 30-inch instead of 24-inch C.S.P.

(3) Your client, K-Mart, will pay the Oregon State Highway Division the $1300 difference between the $3500 estimated cost of increasing the west 1000 feet of the contract interceptor and the $2200 estimated cost of extending the interceptor 212 feet of 21-inch C.S.P. to the west of Station 120. Also, the manhole indicated on K-Mart plans at Station 120+87 will be constructed by K-Mart at their expense.

If this proposition has your approval, I will appreciate an early reply in order to inform the contractor, Lord Bros.

Yours truly,

W. J. Scofield
Resident Engineer

WJS:fb
cc L. W. Rulion, OSHD
R. L. Nordlander
(Mult. Co.)

DE ADE E OE
OCT 13 1970
TE UE DES

RECEIVED
JAN 5 - 1971

126-1170
7438

Salem, Oregon
August 24, 1970

Agenda Item 4r
August 18 Commission
meeting

Mr. F. D. Morgan
Construction Engineer

Attention: T. W. Litchfield
Railroad and Utility Engineer

RAILROAD COMPANIES
FILE No. 694

B U I L D I N G

Attached are two copies of a pipeline crossing agreement with Union Pacific Railroad Company providing for installation of a storm sewer required by construction of 122nd Avenue-140th Avenue Section on N. E. Portland Highway.

Please have the Railroad Company date and sign both copies of the agreement. We have retained a xerox copy of this agreement until a fully executed copy is returned for the Commission's files.

Floyd Query, Secretary

fkn
Att.

RECEIVED
SEP 29 1970
FORM 3
126-1170
7438

August 12, 1970

Lord Bros. Contractors, Inc.
437 N. Columbia
Portland, Oregon 97217

Gentlemen:

The State Highway Commission on July 31 accepted your proposal for storm sewers on 122nd Avenue-140th Avenue Section of the N.E. Portland Highway in Multnomah County for the sum of $159,261.00 and referred it to the State Highway Engineer with authority to award the contract as soon as necessary right-of-way is acquired and an advance deposit of $65,445.00 is received from the County.

Those conditions were fulfilled and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 7438.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin August 24, 1970.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

or
Enclosures
bc: Pacific Builder & Engr., Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle, Wn., & Portland, Ore.
F. D. Morgan
I. D. Marchant
L. W. Rulien
W. J. Scofield
William Geibel (SAIF)

RECEIVED
AUG 5 - 1970
FOR FILING
126-1170
7438

August 4, 1970

Oregon State Highway Commission

Gentlemen:

There will be on the agenda for the August 18 meeting a pipeline crossing agreement with the Union Pacific Railroad Company providing for the installation of a 54-inch storm sewer required by the construction of the 122nd Avenue-140th Avenue Section storm sewer project on the N. E. Portland Highway (Sandy Boulevard) east of Portland.

This agreement is similar in many respects to the pipeline permits issued by the State for pipelines crossing the highway and provides for the State to reimburse the Railroad for any expense it incurs, including restoration of any damage to its employees, passengers, property or property in its custody. The contractor is required to carry the usual insurance coverage. If the State ceases to use this pipeline for the purpose originally intended for a period of one year, the Railroad may terminate this agreement and the State must restore the Railroad's right-of-way to its original condition. It is anticipated that the work to be performed by the Railroad will not exceed a value of $2,000.

We recommend your approval.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Floyd Quary
Tom Edwards
A. E. Johnson
Victor D. Wolfe
V. E. Skoog
F. D. Morgan (Attn: T. W. Litchfield)
Jack Sollis
L. H. Young
L. W. Rulien

TWL:ss sr

RECEIVED
JUL 13 1970
FOR FILING

126-1190

7438

3g
6-2-70

June 9, 1970

Board of County Commissioners
Multnomah County
Courthouse
Portland, Oregon 97204

3349

MISC. CONTRACTS and
AGREEMENTS No. 3977

Attention: Dorothy Decker
Clerk of Board

Gentlemen:

Attached for your records is a fully executed copy of an agreement pertaining to improvement of a storm drainage system along and adjacent to 122nd Avenue-140th Avenue Section of the N.E. Portland Highway.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm
Att.

cc H. S. Cox
(agreement - conformed attached)

RECEIVED
APR 30 1970

126-1190
7435

April 30, 1970

7144
7161
3.6

Oregon State Highway Commission

Gentlemen:

A survey has been completed to correct a high water problem area on the N. E. 122nd Avenue-N. E. 149th Avenue Section of N. E. Portland Highway in Multnomah County. The proposed work involves construction of 0.7 mile of storm sewer from 122nd Avenue to 138th Avenue and an outfall, 1,500 feet in length, running northerly to the Columbia Slough.

A construction-finance agreement is being prepared in cooperation with Multnomah County to cover the total estimated cost of $195,000 (State share $130,000 and County share $65,000).

I recommend this project for construction and request your approval to add the project to the current State Construction Program, with contracting scheduled at the June letting.

This matter will be on the agenda for your consideration at the June 2 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
V. D. Wolfe
F. D. Morgan
L. H. Young
D. J. Barbee
V. E. Skoog
H. S. Cox
L. W. Rulien

BLG:ia sr

LETTER FOR ADDITIONAL FUNDS NOT NEEDED AS PER ILLEGIBLE 7-1-70 BEN GIFFORD

26-1191 Kittridge Ave. (Portland) 1970
Channel. on the Col. R. Hwy., SE of
#7439 St. Johns Br. (Grad. & Pav.)

RECEIVED
SEP 22 1971

26-1191
7439

September 22, 1971

The Travelers Indemnity Company
Fidelity & Surety Department
700 Main Street
Hartford, Connecticut 06103

Gentlemen:

A second post-final payment for $6,300 will be made to Cascade Construction Company, Inc., on Contract No. 7439 for work on the Kitteridge Avenue Channelization in the City of Portland on the Columbia River Highway in Multnomah County as soon as the warrant is prepared.

The total amount paid on this contract will be $174,979.81, including the second post-final payment. Of the total, $1,133.34 is for force account.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

dr

cc Cascade Construction Company, Inc.
P. O. Box 4267
Portland, Oregon 97208

bc Frank Morgan
Ivan Hershant
V. E. Shoog
Attn: John Herr
R. L. Schroeder

RECEIVED
OCT 11 1971
FOR FILING

26-1191

7439

#5

September 10, 1971

Cascade Construction Company, Inc.
P. O. Box 4267
Portland, Oregon 97208

Gentlemen:

The State Highway Commission at its meeting on September 8, 1971, granted your request for a 65-day extension of time, without assessment of liquidated damages, on Contract No. 7439 for work on Kittridge Avenue (Portland) Channelization Project on the Columbia River Highway in Multnomah County.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl

bc F. D. Morgan
V. E. Skoog
L. W. Rulien
Vernon Butner

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7439 Contractor Cascade Construction Co.

Highway Columbia River

Section Kittridge Avenue (Portland) Chann.

Kind of Work Grading and Paving

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED.** The reasons for such recommendation are as follows:

Recommend 65 days extension because of utility conflict.

Recommended for Approval:

Division Engineer

for Construction Engineer or Bridge Engineer

Assistant State Highway Engineer

Contract No.	7439
Project designation	State (State-Federal)
Date awarded	7-31-70
Work started	8-17-70
Per cent completed	100 (Date) 5-26-71
No. of Workdays Allowed	60
No. of Workdays Used	125
No. of Added Workdays Requested	65

B—880 (Rev.)—SM—10-67

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

1

Oregon State Highway Commission
Salem, Oregon

Date July 9, 1971

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 60 days to 125 days, within which to complete our Contract No. 7439, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

August 15, 1970 to November 18, 1970 proper prosecution of work was prevented by Pacific Northwest Bell Telephone underground facilities.
November 18, 1970 to December 17, 1970 proper prosecution of work was prevented due to inclement weather. At this time a stop work order was executed.

Respectfully submitted,

CASCADE CONSTRUCTION COMPANY, INC.
Contractor

By Jon E. Mann, VP.

CONSENT OF SURETY

Date July 9, 1971

We, THE TRAVELERS INDEMNITY COMPANY, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Everett F. Wrighter
Attorney-in-fact
EVERETT F. WRIGHTER (SEAL)

Resident Agent

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 17, 1971

SUBJECT: Kittridge Avenue Channelization
Contract No. 7439
Request for Time Extension

To:

Mr. A. E. Johnson
Assistant State Highway Engineer
BUILDING

Cascade Construction Company requests a 65-day extension of the contract time on this project primarily because of interference of the telephone company facilities which had to be relocated which in turn delayed the project into poor winter weather. Some pertinent dates are:

Bids opened	July 23, 1970
Contract sent	August 14, 1970
Start of day count (60 calendar workdays allowed)	August 15, 1970
Work started	August 17, 1970
60 days elapsed	October 13, 1970

Winter dormant no count period December 1, 1970 through February 28, 1971
Stop work order in effect February 28, 1971 to May 10, 1971
Project Completed May 26, 1971
125 days counted - 65 days liquidated damages at $100 per day

The 60 days allowed was very short for a $174,000 job contracted in August. Since it was in a good area for commercial sources and quick mobilization of specialty subcontractors, we made the choice of trying to get the job done in the remainder of the 1970 season. There was only one bidder. Relocation of the underground telephone facilities turned out to be a significant job and a definite delay to the contractor. The telephone company started work September 23, 1970 and worked steady for 28 workdays or to the end of October. By then, the weather in what was already a wet subgrade area (some over-excavation had to be done) prevented completion of the contract work in 1970.

[illegible]
A. E. JOHNSON

We therefore recommend the 65-day extension as requested. This is also the Region's recommendation. This was a State project. A rough draft letter to the Highway Commission is attached.

F. D. Morgan
Construction Engineer

By
John A. Bond
Construction Administration Engineer

JAB:fw
Enc.
cc V. L. Gallagher

RECEIVED
AUG 17 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 30 1971
FOR FILING

26-1191
7439

August 30, 1971

The Travelers Indemnity Company
Fidelity & Surety Department
700 Main Street
Hartford, Connecticut 06103

Gentlemen:

A post-final payment for $1,250 will be made to Cascade Construction Company, Inc., on Contract No. 7439 for work on the Kittridge Avenue Channelization in the City of Portland on the Columbia River Highway in Multnomah County as soon as the warrant is prepared.

The total amount paid on this contract will be $168,477.81 including the post-final payment. Of the total, $1,133.36 is for force account.

Very truly yours,

Floyd Query, Secretary
[redacted] STATE HIGHWAY [redacted]

dr

cc Cascade Construction Company, Inc.
P. O. Box 4267
Portland, Oregon 97208

bc Frank Morgan
Ivan Merchant
V. E. Skoog
Attn: John Herr

R. L. Schroeder

RECEIVED
AUG 23 1971
FOR FILING

26-1171
7439

August 20, 1971

Oregon State Highway Commission

Request for Extension of Time
No. 5
September 7, 1971 meeting

Gentlemen:

Cascade Construction Company, contractor on the Kittridge Avenue Channelization project on the Columbia River Highway in Multnomah County, Contract No. 7439, has requested a 65-day extension of the contract time because of interference of the telephone company facilities which had to be relocated.

This project was contracted in August with only 60 days allowed in an effort to get it completed in the remainder of the 1970 construction season. The relocation of the underground telephone facilities turned out to be a significant job and a definite delay to the contractor. The telephone company started work in late September and worked through the end of October, which delayed some of the contract work into poor weather and prevented its completion in 1970.

I recommend extension for the 65 days requested. This will eliminate all liquidated damages which accrued at the rate of $100 per day. This was a State project.

This matter will be on the agenda for your consideration at the September 7 meeting.

Very truly yours,

R. L. Porter
State Highway Engineer

JAB:fw kw

cc Floyd Quary
Tom Edwards
A. E. Johnson
Victor Wolfe
F. D. Morgan
L. H. Young
V. E. Skoog
L. W. Rulien

RECEIVED
AUG 3 - 1971
FOR FILING

26-1191
7439

August 2, 1971

Cantel Incorporated
P. O. Box 68506
Oak Grove, Oregon 97268

Attention: Raymond J. Kahl

Gentlemen:

Thank you for your letter of July 29, 1971, advising us that your claim against Cascade Construction Company, Inc., has been paid.

Our records indicate that this is in reference to the Cascade Construction Company, Inc., Contract No. 7439, Kittridge Avenue (Portland) Channelization on the Columbia River Highway in Multnomah County.

The claim as shown in our records was for rentals in the amount of $930.16 plus interest, which was filed with the Secretary of State on May 25, 1971.

This information is being noted in our records, and we will advise the surety and the principal contractor that your claim has been paid.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

dr

cc The Travelers Indemnity Company
Fidelity & Surety Department
700 Main Street
Hartford, Connecticut 06103

NOTED ON CARD
8-2-71 dr

Cascade Construction Company, Inc.
P. O. Box 4267
Portland, Oregon 97208

bc Commission

CANTEL INCORPORATED

Phone (503) 654-7990

P. O. BOX 68506 • OAK GROVE, OREGON 97268

July 29, 1971

Mr. Floyd Query, Secretary
Oregon State Highway Commission - Room 121
Highway Building
Salem, Oregon 97301

Re: Cascade Construction, Inc.
Project #7439
N. W. Kittridge Avenue
Portland, Oregon
Traveler's Indemnity Co.
Bond #1648498

Dear Mr. Query:

This letter is to advise you that the claim of Cantel Incorporated against the above contractor and surety has been paid in full this date.

This notice to you is authorized by our attorney Lucien S. Klein.

Very truly yours,

CANTEL INCORPORATED

Raymond J. Kahl

Raymond J. Kahl
Vice President

RJK/ew

cc: Travelers Indemnity Co.
Fidelity & Surety Dept.
700 Main Street
Hartford, Connecticut 06103

cc: Cascade Construction, Inc.
P. O. Box 4267
Portland, Oregon 97208

RECEIVED
JUL 0 [illegible]
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
AUG 3 - 1971
FOR FILING

26-1191
7439

July 30, 1971

The Travelers Indemnity Co.
700 Main Street
Hartford, Connecticut 06106

Gentlemen:

On July 28, 1971, we wrote to you concerning release of final payment on Contract No. 7439 awarded to Cascade Construction Company, Inc., for work on the Kittridge Avenue (Portland) Channelization Section of the Columbia River Highway in Multnomah County.

Final payment on this contract is $8,973.73 and the total contract amount is $167,229.81 including $1,133.36 for work performed under force account.

Very truly yours,

Floyd Avery, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Assistant Secretary

fm

cc Cascade Construction Co., Inc.
P. O. Box 4267
Portland, Oregon 97208

Frank Morgan
Ivan Merchant
V. E. Skoog
Attn: John Marr
L. W. Rulien

RECEIVED
JUL 28 1971
FOR FILING

26-1191
7437

Oregon State Highway Commission

July 22, 1971

Gentlemen:

Work was completed May 26, 1971 on Contract No. 7439. The contract was with Cascade Construction Company, Inc. and was for grading and paving on the Kittridge Ave. (Portland) Channelization Section of the Columbia River Highway in Multnomah County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective July 22, 1971, and that you concur in this procedure at the Commission meeting on September 7, 1971.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Floyd Query
Tom Edwards
A. E. Johnson
V. D. Wolfe
F. D. Morgan
I. D. Merchant
V. E. Shoog
L. H. Young
R. L. Schroeder

VGdr

26-1191 7439

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Kittridge Ave. (Portland) Chann.		WEEK ENDING: July 17, 1971
		SECTION PREFIX: 26-1191
HIGHWAY: Columbia River		COUNTY: Multnomah
NAME OF JOB: Kittridge Ave. (Portland) Chann.	KIND OF WORK: Grading and Paving	
CONTRACTOR: Cascade Construction Company Inc.	CONTRACT NUMBER: 7439	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: July 31, 1970	DATE WORK STARTED: August 17, 1970	ESTIMATED COMPLETION DATE: -
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS / SPECIFIED CALENDAR DAYS: Work 60	WORK DAYS USED / CALENDAR DAYS USED: Work 125
PROJECT AUTHORIZATION: $ 204,531	SPECIFIED COMPLETION DATE:	PERCENT OF TIME ELAPSED: 208
EXCLUSIVE OF ENGINEERING: $ 188,304	ENGINEERING AUTHORIZATION: $ 16,218	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 171,476	ENGINEERING COST TO DATE: $ 19,500	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 94
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 7 %	PERCENT OF AUTHORIZATION 120 %	DATE PROJECT WAS COMPLETED: 5-26-71

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.45	0.45		0.45	0.45
MILES PARTIALLY COMPLETED	0.45	0.45		0.45	0.45
MILES COMPLETED	0.45	0.45		0.45	0.45
TOTAL ESTIMATED QUANTITIES (CONTRACT)	10,600 CY	6,040 ton		3,070 ton	4,500 ton
TOTAL QUANTITIES CORRECTED TO DATE	10,856 CY	5,280 ton		2,393 ton	3,928 ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	10,856 CY	5,280 ton		2,393 ton	3,928 ton
AVERAGE DAILY QUANTITIES	0	0		0	0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	-	-		-	-
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

Morgan Roofing Pease

Decker Bond Walker Boehme Johnsen Swan Clark Litchfield Gallagher Stein

RECEIVED
JUL 19 1971
CONSTRUCTION DIVISION

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Semi-Final Estimate was submitted to division office on 7-16-71.
This will be the final weekly report for this project.

SIGNED Roy T. Heinz LOCATION Portland

Roy T. Heinz, Res. Engr.

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

RECEIVED
JUN 1 - 1971
FOR FILING

4605 C

FILED
MAY 25 1971
CLAY MYERS
SECRETARY OF STATE

OREGON STATE HIGHWAY DIVISION

26-1191
7439

HIGHWAY BUILDING • SALEM, OREGON • 97310

May 24, 1971

Gutzler & Davis
Attorneys at Law
P. O. Box 276
Woodburn, Oregon 97071

NOTED ON CARD
5-27-71 KL

Attention: Lucien S. Klein

Gentlemen:

This is to acknowledge receipt of your letter of May 21, 1971, with attached Notice of Claim of Cantel Incorporated, which states that Vincent & Nelson, subcontractors to Cascade Construction Company, owes them for rentals in the amount of $950.16 plus interest.

This appears to be in reference to the Cascade Construction Company Contract No. 7439 for grading and paving on the Kittridge Avenue Channelization in Portland on the Columbia River Highway in Multnomah County.

The Travelers Indemnity Company furnished the performance bond on this contract. We will advise them of the receipt of your claim, and we will also forward it to the Secretary of State for filing.

Please advise this office when the claim has been paid.

Very truly yours,

ORIGINAL SIGNED
FLOYD QUERY

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cc The Travelers Indemnity Company
Fidelity & Surety Department
700 Main Street
Hartford, Connecticut 06103

RECEIVED
MAY 26 1971
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

Cascade Construction Company, Inc.
P. O. Box 4267
Portland, Oregon 97208

bc Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter

TO: Secretary to Highway Commission
State of Oregon
Highway Division
Room 121
State Highway Building
Salem, Oregon 97310

Secretary of State
State of Oregon
State Capitol Building
Salem, Oregon

Notice is hereby given that the undersigned, Cantel Incorporated, has a claim for rentals of baricades, hazard warning lights and related traffic control and hazard warning devices rented between September 27, 1970 and December 10, 1970, in the sum of $950.16, together with interest thereon at the rate of 6% per annum from January 10, 1971, until paid, against the bond taken from Cascade Construction Company, as principal and Travelers Indemnity, Fidelity & Surety Company, as surety, for the work of constructing improvements for the State of Oregon under contract No. 7439, Northwest Kittridge-Portland, said rentals being made to Vincent & Nelson, subcontractors to Cascade Construction Company on said contract.

This notice is given pursuant to ORS Chapter 279.

DATED this 21 day of May, 1971.

CANTEL INCORPORATED

By: Lucian A. Klein, Secretary
P. O. Box 68506
Oak Grove, Oregon 97268

RECEIVED
MAY 24 1971
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
AUG 3 - 1970
FOR FILING

26-1191
7439

July 31, 1970

Cascade Constr. Co., Inc.
P. O. Box 4267
Portland, Oregon 97208

Gentlemen:

The State Highway Commission today awarded to you State Highway Contract No. 7439 in the amount of $174,195 on the Kittridge Avenue (Portland) Channelization on the Columbia River Highway in Multnomah County.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

er

bc: F. D. Morgan
D. J. Barbee
I. D. Merchant
L. W. Rulien
James Don
Wm. Geibel (SAIF)

RECEIVED
NOV 4 - 1969
FOR FILING

26-1191
7439
To:

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 3, 1969

Assignment: FBK-2879
SUBJECT: Kittridge Avenue Channelization
Lower Columbia River Highway
Multnomah County

Mr. F. B. Klaboe
Assistant State Highway Engineer
Building

2879

Some time ago you requested an estimate of cost to upgrade the proposed Kittridge Avenue Channelization from the bare minimum standards proposed to our full standard channelization.

The 64-foot section proposed for this contract consists of four 12-foot lanes, a 12-foot left turn median and 2-foot shoulders. Full standards would be an 84-foot section consisting of four 12-foot lanes, a 16-foot left turn median and 10-foot shoulders. The reduced section was used since the buildup along St. Helens Road through this section, and particularly north and south of this section, is such that right of way for a full standard section would be extremely expensive. It was felt that the reduced section would handle the heavy, reduced speed traffic adequately and would be all that could be attained on the overall St. Helens Road section. The section through Linnton that was built a few years ago was a 68- to 78-foot section with four 11-foot lanes, a 4- to 14-foot median and 6- to 10-foot shoulders.

The construction cost for the proposed 2400 feet of construction would increase from approximately $165,000 for the reduced section to $280,000 for the full section, or an increased cost of about $115,000. Right of way for the reduced plan has been acquired at a total cost of $49,000. The additional area needed for the full section has been estimated to cost $130,000. The total cost of revising to the full section would therefore be an additional $245,000.

11-4-69 copy to Barbee w/note:

Use original plan, please.

NOTED
F. B. KLABOE

FBK

If further data is desired please advise.

D. J. Barbee
Design Engineer

By

A. D. Olson
Preliminary Design Engineer

ADO: jp

RECEIVED
NOV3 1969
OFFICE OF
STATE HIGHWAY ENGINEER

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: May 14, 1969

In reply refer to: 08-35-DA

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project F-171 (-)
Kittridge Avenue (Portland)
Channeli ation Section

As requested in your May 8, 1969 letter I have reconsidered your request for approval of the above-named project as a "Safety Improvement" project.

I realize there is extreme congestion at this location and concur that some type of improvement is warranted. Use of the "Safety Improvement" category does not, however, relieve us of the responsibility to construct projects to currently used standards, therefore, I am unable to concur with your request to approve the proposed Kittridge Avenue Channeli ation under that category.

5-20-69
REFERRED TO
Babe - Young
BY ASST. STATE HWY. ENGR.

RECEIVED
MAY 19 1969
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
MAY 5 1969
CHAIRMAN
GLENN L. JACKSON, CHAIRMAN
MEDFORD
FRED W. HILL, MEMBER
PENDLETON
Theodore Bruno, Member
Portland

26-1191
7439

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

May 8, 1969

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon 97301

Project F-171(-) Safety
Kittridge Avenue (Portland)
Channelization Section
Columbia R. Hwy. US 30

Dear Sir:

In reply to your letter of April 18, 1969 regarding the subject project, we inadvertently submitted for your review the preliminary plans without informing you that we considered the project to be a "Safety Improvement Project" and without justification for same.

We hereby request you reconsider the project as a "Safety Improvement" and we request your approval of the project as eligible for Federal Aid funding based on the information and data as set forth hereinafter.

The existing facility on this section consists of a 4-lane, 46-foot bituminous travelway with 4-foot bituminous shoulders.

The 1969 ADT is 17,200 on the Columbia River Highway, US 30 and 5,000 on Kittridge Avenue.

The left turn movements from the Columbia River Highway onto Kittridge Avenue is approximately 2,000 vehicles per day. Due to the fact the City of Portland is eliminating all left turns from Kittridge Avenue to Yeon Street, it forces approximately 200 vehicles per day to use the Columbia River Highway southerly to N.W. 44th Avenue, a newly developed street, thence a left turn to Yeon Street.

The posted speed for this section of the Columbia River Highway is 45 mph which combined with the existing 4-11 foot lanes, 2-foot median, 4-foot shoulders and the left turn movements set forth above creates a high potential accident hazard, based on engineering judgment. The enclosed Collision Diagram of Kittridge Avenue and the Columbia River Highway indicates a goodly number of accidents involving left turn movements from the Columbia River Highway.

NOTED
TOM EDWARDS

It is our opinion that the proposed widening and channelization to provide left turn refuge on the Columbia River Highway at Kittridge Avenue and N.W. 44th Street would greatly reduce the accident potential as well as the number of accidents on this section and as such qualifies under PPM 21-16 as a Primary Federal-Aid Safety Improvement. Paragraph 3.h. of PPM 21-16 furthers this opinion as it indicates safety projects should be selected for their potential to reduce accidents or potential accident hazards rather than to increase capacity or to merely improve general traffic serviceability.

This project is not listed in the "May 1966 Index of Hazardous Locations", however, it will be included in the Index listing upon your approval of the project as a "Safety Improvement" eligible for Federal Aid financing.

The State's construction budget has been depleted to the extent we are unable to finance this "Safety Improvement" without Federal Aid participation and we can see no change in the financing situation for some time to come.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

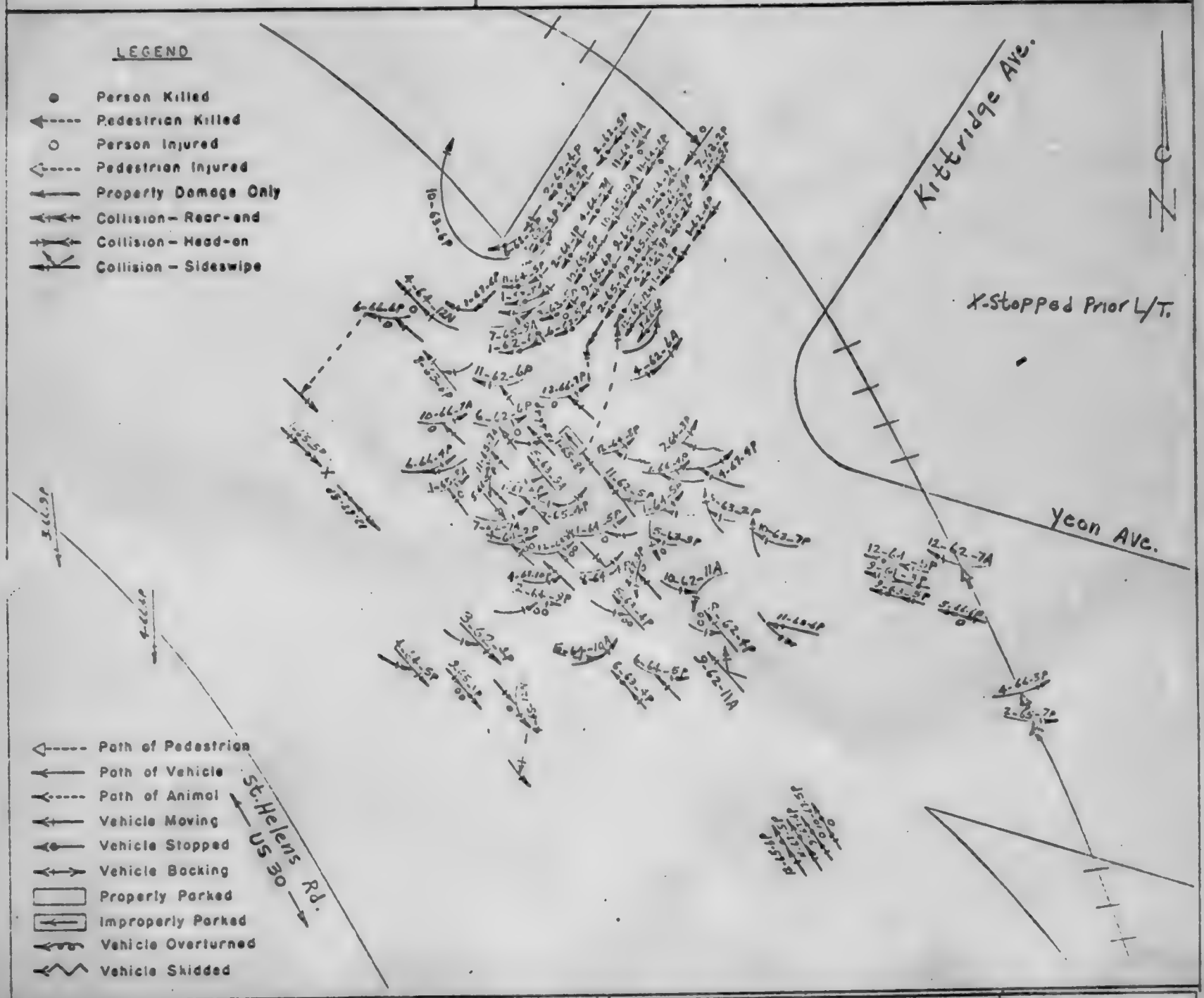
L. H. Young
Program and Planning Engineer

cc: F. E. Klaboe
Tom Edwards
D. J. Barbee
R. H. Chase
B. L. Clifford

RECEIVED
MAY 3 1969
OFFICE OF
STATE HIGHWAY ENGINEER

Oregon State Highway Department
Traffic Engineering Division
Accident Analysis
COLLISION DIAGRAM

City of Portland County Multnomah
Intersection of NW. St. Helens Rd. and Kittridge & Yeon Ave.
Highway Number 2W (US 30)
Period Covered 1-1-62 To 12-31-67
Compiled by CS VBC Drawn by _____ Date 11-29-68



Collision Type	1962-1963				1964-1965				1966-1967								Total			
	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop Damage	Total
Angle		1	1	2														1	1	2
Head-on																				
Rear-end		1	12	13		5	15	20		3	3	6						9	30	39
Sideswipe			1	1															1	1
Turning Movement		4	10	14		6	12	18		4	9	13						14	31	45
Parking																				
Non-collision			1	1							2	2							3	3
Fixed Object																				
Pedestrian																				
Backing							3	3			1	1							4	4
Misc.																				
TOTAL		6	25	31		11	30	41		7	15	22						24	70	94

RECEIVED
MAY 28 1969
GAME
COMMISSION

26-1191

OFFICE OF THE DIRECTOR

7439

P. O. BOX 3503 • 1634 S.W. ALDER ST. • PORTLAND, OREGON • 97208 • Ph. 222-9611

TOM McCALL
GOVERNOR

COMMISSIONERS
GEORGE L. HIBBARD, Chairman
J. PAT METKE, Vice Chairman
JOHN P. AMACHER, Member
JOSEPH W. SMITH, Member
JAMES W. WHITTAKER, Member

JOHN W. McKEAN
State Game Director

May 23, 1969

cc's sent 5-27-69

F.B. Klaboe/
F.D. Morgan
L.H. Young
G.C. Wills
F.E. Terpin (11)
T.C. Roake (11)
A.E. Johnson (4)
L.W. Rulien (6)
R.D. Asburry (8)
C.T. Keasey (2)
A.F. Parson (2)

State Highway Engineer
State Highway Department
Highway Building
Salem, Oregon 97310

Attention: Mr. Frank L. Hall

Dear Sir:

We have reviewed the project plan title sheets sent with your letter of May 19, 1969.

The projects are all approved as there will be no conflict with wildlife resources. The approved projects are listed below.

1. Fremont Bridge Section
   Stadium Freeway, Multnomah County

2. Nyberg Road Interchange Section
   Pacific Highway, Washington County

3. Fountain Slide Section
   Columbia River Highway, Hood River County

4. Kittridge Avenue (Portland) Channelization Section
   Columbia River Highway, Multnomah County

5. Division Street-Hilda Street (Oregon City) Section
   Cascade Highway, Clackamas County

6. Columbia River Highway-Old Portland Road Section
   FAS 574 (Gable Road), Columbia County

7. Ward Drive-Silverton Road Section
   FAS 741 (Lancaster Drive), Marion County

8. Crater Lake Highway-South Fork Reese Creek Section
   FAS 15-101, Jackson County

9. Powder River (McDougal) Lane Section
   FAS 506, Baker County

10. Murder Creek Section
    Pacific Highway, Linn County

11. Saddle Mountain Junction-Little North Fork Nehalem River
    Section Sunset Highway, Clatsop County.

Regarding the final project listed, "Saddle Mountain Junction, Little North Fork Nehalem River Section," passage for fish should be maintained and precautions should be taken against siltation.

Very truly yours,

JOHN W. McKEAN
DIRECTOR

By R. O. Koski

R. O. Koski
Chief of Liberations

ROK:js

cc: Dir. OFC

RECEIVED
MAY 27 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 27 1969
OFFICE OF
STATE HIGHWAY ENGINEER

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: May 14, 1969

In reply refer to: 08-35-DA

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project F-171 (-)
Kittridge Avenue (Portland)
Channeli ation Section

As requested in your May 8, 1967 letter I have reconsidered your request for approval of the above-named project as a "Safety Improvement" project.

I realize there is extreme congestion at this location and concur that some type of improvement is warranted. Use of the "Safety Improvement" category does not, however, relieve us of the responsibility to construct projects to currently used standards, therefore, I am unable to concur with your request to approve the proposed Kittridge Avenue Channeli ation under that category.

5-20-69
RETURN TO
Babe - Young
FBK2879 By Asst. State Hwy. Engr.

NOTED
R. W. ELLISON

RECEIVED
MAY 19 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 20 1969
PROGRAM & PLANNING
DIVISION

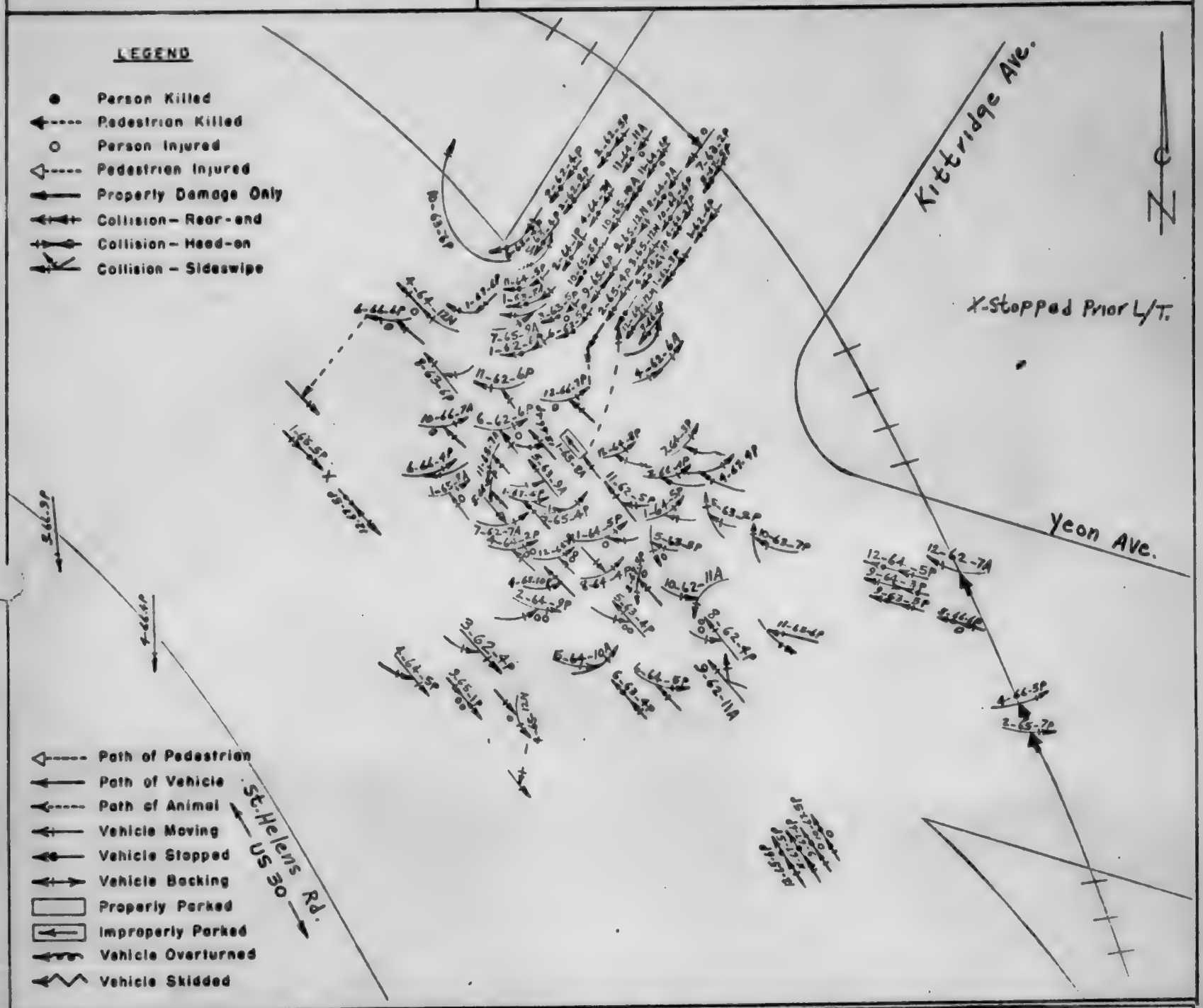
NOTED
R N CHASE

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Oregon State Highway Department
Traffic Engineering Division
Accident Analysis

COLLISION DIAGRAM

City of Portland County Multnomah
Intersection of NW. St. Helens Rd. and Kittridge & Yeon Ave.
Highway Number 2W (US 30)
Period Covered 1-1-62 To 12-31-67
Compiled by CS IBC Drawn by _____ Date 11-29-68



Collision Type	1962-1963				1964-1965				1966-1967								Total			
	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total
Angle		1	1	2														1	1	2
Head-on																				
Rear-end		1	12	13		5	15	20		3	3	6						9	30	39
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Turning Movement		4	10	14		6	12	18		4	9	13						14	31	45
Parking																				
Non-collision			1	1							2	2							3	3
Fixed Object																				
Pedestrian																				
Backing							3	3			1	1							4	4
Misc.																				
TOTAL		6	25	31		11	30	41		7	15	22						24	70	94

RECEIVED
MAY 9 - 1969
FOR FILING

36-1191

7439

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 8, 1969

To: MEMO TO FILE

SUBJECT: Kittridge Avenue
Lower Columbia River Highway

This project should be shelved until next spring (1970). The City of Portland has a large sewer line to construct through the job. They had planned to complete this work early this summer so we could follow with our project. I am now informed that they will not let the sewer contract until August with completion in October.

Since there is no urgency for this facility, we will wait until after their work is completed.

Mr. Young should continue to try to get BPR concurrence for variations in our standards.

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
A. E. Johnson
L. W. Rulien
D. J. Barbee
L. H. Young
F. D. Morgan
H. S. Cox

FBK:sfr

(2) + 5

May 1, 1969
(date)

RECEIVED
MAY 12 1969
PROGRAM & PLANNING
DIVISION

Mr. Don Bergstrom, Traffic Engineer
City of Portland
City Hall
Portland, Oregon 97204

In order to comply with requirements of the Bureau of Public Roads covering protection of public resources such as recreational areas, historical sites, wild life refuges, or any other facility in which the public has a specific interest, it is required that local public authorities should be consulted regarding the impact on these resources of a planned highway improvement.

Would you please fill out the form below regarding these resources and return it to the Oregon State Highway Department, County and City Division, State Highway Building, Salem, Oregon (97310). Retain the second copy for your records.

Highway Columbia River Highway

Section Kittridge Avenue (Portland) Channel.: Grade and Pave

Do you know of any public organization or quasi-official organizations that might be opposed to this project on the grounds of interference with recreational, historical, or public resources? Yes [ ] No [X]

If answer is yes, please list organizations:

RECEIVED
MAY 12 1969
ENGINEER
COUNTY & CITY DIVISION

May 9, 1969
(date)

By D. E. Bergstrom
Traffic Engineer-City of Portland

By _____
Commissioner

By _____
Commissioner

cc: L. H. Young
Attn: Duane Ridings

(2) x 3

May 1, 1969
(date)

RECEIVED
MAY 12 1969
PROGRAM & PLANNING
DIVISION

Mr. Don Bergstrom, Traffic Engineer
City of Portland
City Hall
Portland, Oregon 97204

In order to comply with requirements of the Bureau of Public Roads covering protection of public resources such as recreational areas, historical sites, wild life refuges, or any other facility in which the public has a specific interest, it is required that local public authorities should be consulted regarding the impact on these resources of a planned highway improvement.

Would you please fill out the form below regarding these resources and return it to the Oregon State Highway Department, County and City Division, State Highway Building, Salem, Oregon (97310). Retain the second copy for your records.

Highway Columbia River Highway

Section Kittridge Avenue (Portland) Channel.: Grade and Pave

Do you know of any public organization or quasi-official organizations that might be opposed to this project on the grounds of interference with recreational, historical, or public resources? Yes [ ] No [X]

If answer is yes, please list organizations:

RECEIVED
MAY 12 1969
ENGINEER
COUNTY & CITY DIVISION

May 9, 1969
(date)

By D. E. Bergstrom
Traffic Engineer-City of Portland

By _____
Commissioner

By _____
Commissioner

cc: L. H. Young
Attn: Duane Ridings

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: April 18, 1969

In reply refer to: 08-35-DA

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project F-171(—)
Kittridge Avenue (Portland)
Channelization Section

We have reviewed the preliminary plans for the above named project and are concerned over some of the features contained therein.

We realize the substandard shoulders and left turn channelization cannot be corrected without significant right of way cost, and understand your reluctance to make the necessary expenditure .

Considering the virtual impossibility of achieving here an installation conforming to current standards, we do not consider it appropriate to approve it as a Federal-aid project.

4-24-69

Yours

By Asst. State Hwy. Engr.

RECEIVED
APR 23 1969
PROGRAM & PLANNING
DIVISION

RECEIVED
APR 23 1969
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
R. N. CHASE

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

4-24-69

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: April 3, 1969

In reply refer to: 08-35-EC/400.1

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon F-171( )Safety
Kittridge Ave. (Portland) Channel Section
Columbia River Highway
Multnomah County
Public Hearing Status

Based on the information included in your March 27, 1969 letter we concur that additional hearings are not required for the subject project.

We are currently reviewing the design for this project and therefore are not in a position to give design approval. This approval will be given in connection with our actions on the PS&E for the June 26, 1969 bid letting.

4-7-69

By Asst. State Hwy. Engr.

RECEIVED
APR 8 1969
PROGRAM & PLANNING
DIVISION

RECEIVED
APR 7 1969
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
R. N CHASE

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
APR 1 - 1969
HIGHWAY COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
PORTLAND
FOR FILING
DAVID B. SIMPSON, MEMBER
[redacted]
FRED J. MILLER, MEMBER
PENDLETON

Thaddeus Bruno, Member
Portland

26-1191
7439

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

March 27, 1969

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street N.E.
Salem, Oregon 97301

Re: Kittridge Ave. (Portland)
Channel. Sec.
Columbia River Highway
Multnomah County
Project No. F-171( )Safety

Dear Sir:

We hereby request your concurrence that additional hearings are not required and we further request your design approval of the subject project which is scheduled in the Oregon State Highway Schedule of Contract Lettings, issue of February 28, 1969, for our June 26, 1969 contract bid opening. The requestsare based on the following information:

1. The people in the City of Portland were notified of the proposed project and no person requested a hearing as indicated in a letter from the city dated June 1, 1967. A letter stating this fact and copies of all correspondence on this matter was forwarded to the Bureau of Public Roads June 7, 1967.

2. Right-of-way acquisition is 100% complete, with the last parcel acquired August 26, 1968.

3. Oregon State Highway Commission approved the city agreement June, 1967.

4. The work under the project consists of widening the existing facilities and adding a median lane for left turn movements. These improvements do not have an adverse effect upon the abutting real property and do not affect the function of the existing facilities.

5. The plans are 100% complete and accompanying this letter is onecopy for your review.

NOTED
F. B. KLABOE

NOTED
F. B. KLABOE

In view of these facts and that actions noted in 1, 2 and 3 above, took place before January 18, 1969 the effective date of PPM 20-8, we are of the opinion that we have furnished sufficient information and that the accompanying plans are adequate to allow you to give your design approval and concurrence that a hearing is not required.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Program & Planning Engineer

Encl.

JG:vr
cc: F. B. Klaboe
D. J. Barbee
R. W. Ellison
B. L. Gifford
R. N. Chase

RECEIVED
MAR 28 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 3 - 1969
FOR FILE
26-1191
7439

February 28, 1969

Oregon State Highway Commission

Gentlemen:

Previously, you approved a construction-finance agreement and survey approval on the Kittridge Avenue (Portland) Channelization Section on the Columbia River Highway in Multnomah County.

The State's portion of the project as agreed upon with the City of Portland consists of widening St. Helens Road, including a variable median, to facilitate four lanes of travel with all parking eliminated.

The hearing was waived May 5, 1967, and rights-of-way acquired. This project is tentatively scheduled for a letting June 26, 1969, as a Federal-aid Primary Section. The estimated cost of the State's share of construction is $185,000 and I recommend that you approve this amount to be added to the Federal-aid Program XI.

Very truly yours,

Forrest Cooper
State Highway Engineer

BG:slh lms
bc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
C. H. Maison
F. D. Morgan
L. H. Young
D. J. Barbee
L. W. Rulien
H. S. Cox

FOR FILE

JC-1191

7439

SP*28011-784

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213
March 13, 1968

To: Memo to the File

SUBJECT: Kittredge Avenue (Portland)
Channelization Section
Columbia River Highway
Multnomah County

On Monday, March 11, Messrs. L. W. Rulien, E. E. Johnston and I met with Mr. N. R. Drulard, City Engineer of Portland, and his staff regarding the subject project. I indicated to Mr. Drulard that due to shortage of funds, we would propose to construct connections only to 44th Avenue and Kittredge Avenue at the present time. I advised Mr. Drulard that we would construct the complete proposed channelization plan as soon as possible.

Mr. Drulard indicated that it would be desirable to pave 44th Avenue, open this route for all traffic, and close Kittredge Avenue in order that the City could complete their placing of fill and paving. He indicated that the City would want Kittredge Avenue available about April 15.

On Tuesday, March 12, I contacted Messrs. Hal Moy and G. E. LaSalle, SP&S Railway, and arranged to meet with Mr. LaSalle on Thursday, March 14, to work out details of railroad work and paving work. Mr. Moy indicated that they planned to move a switch in the area of 44th Avenue and would put in new ties and ballast, and would also put in new ties and grouted ballast at Kittredge Avenue. We will attempt to have the Railroad install guard rails at both crossings. Mr. Moy said he believed the terms of his permit to occupy our right of way with tracks would provide that they stand the expense of paving over the tracks and suggested we bill the Railroad for their share. Since the bulk of temporary paving is over railroad tracks, most of the cost will be borne by the Railroad.

Original Signed by A. E. Johnson

A. E. Johnson
Metropolitan Engineer

AEJ:sh
cc F. B. Klaboe
Ivan D. Merchant
L. W. Rulien

RECEIVED
MAR 15 1968
OFFICE OF
STATE HIGHWAY ENGINEER

FILMED
OCT 10 1967

26-1191
7439.

October 10, 1967

Oregon State Highway Commission

Gentlemen:

On June 8, 1967, a cooperative construction-finance agreement with the City of Portland pertaining to the N. W. Yeon Avenue-N. W. Kittridge Avenue Section of the Columbia River Highway was approved. The survey approval for this section was approved August 29, 1967.

The City work on Yeon and Kittridge Avenues necessitates our widening and channelizing St. Helens Road. The survey has been completed and plans are being prepared in final design. I recommend this project at an estimated construction cost of $143,000.

I request your approval for placing this project on the current State Construction Program for a letting to coincide with the work by the City of Portland.

This matter will be on the agenda for your consideration at the October 31 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
F. B. Klaboe
V. D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison
M. S. Cox
L. W. Rulien

BG:jr kf

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

Section KITTREDGE AVENUE CHANNELIZATION Highway Columbia River (FAR 1) County Multnomah Prefix 26-1432

Res. Engr. D. E. Sturmer Approx. Length 0.5± Miles. Sta. _____ to Sta. _____ Date ~~9-14-67~~

Truck A.D.T. Average 1446 Traffic Coefficient Average = 11.0 18 kip s.a. per day 1013.2.

Annual Precipitation 44"± Frost Penetration ---------.

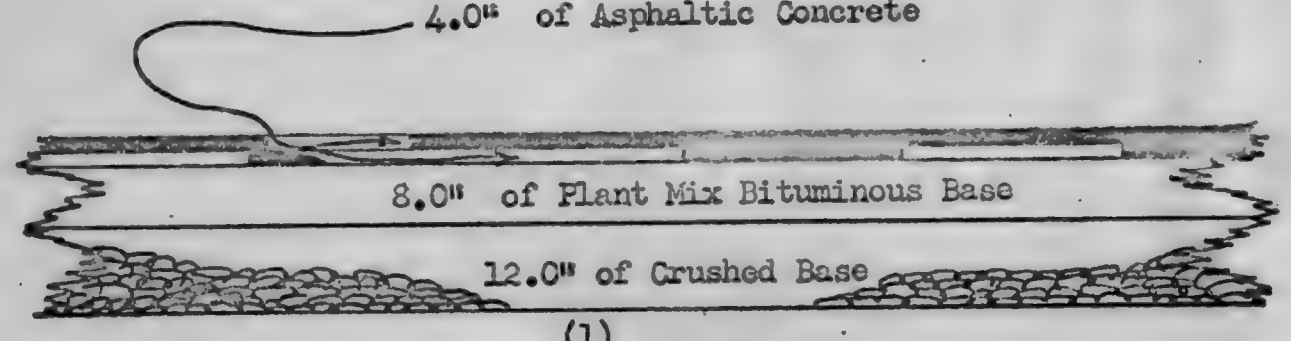
RECEIVED OCT 4 - 1967

(1)
Typical Soil
29 LL
PI
%P 10
89 %P200
1 %Gravel
2 %C Sand
8 %F Sand
72 %Silt
17 %Clay
12 "R" Value
(Conservative)

AASHO CLASSIFICATION:
A-4 (8)

MATERIAL SOURCES:
To be determined by the Engineer.

COLUMBIA RIVER HIGHWAY
New Work



(1)
Sandy Silt

See note on Page 5 for cost comparison between various A.C. sections.

	CBE Total Req.	Credit	Actual Thick.	
Kittredge Ave.		8.0	4.0	A.C.
		14.5	8.0	P.M.B.B.
		12.0	12.0	Cr. Base
	34.5	34.5	24.0	

26-1191

9-14-67

NOTED
F. B. KLABOE

cc:
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Division Geologist
Rural Engineer

26-11191
74439

Submitted by for Staff Assistant

Recommended by Asst. Engineer of Materials

Recommended by Construction Engineer

Approved by Asst. State Highway Engineer

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

Section KITTREDGE AVENUE CHANNELIZATION Highway _____ County _____ Prefix _____

Res. Engr. _____ Approx. Length _____ Miles. Sta._____to Sta._____ Date _____

Truck A.D.T. _____ Traffic Coefficient _____ 18 kip s.a. per day _____.

Annual Precipitation _____ Frost Penetration _____.

(1)
Typical Soil
Sample
LL
PI
%P 10
%P200
%Gravel
%C Sand
%F Sand
%Silt
%Clay
"R" Value
(Corrected)

AASHO CLASSIFICATION:

MATERIAL SOURCES:

(1)

COLUMBIA RIVER HIGHWAY
Existing Roadway
38'±

4.0" of Asphaltic Concrete Overlay

IN PLACE
9-7-9 P.C.C.
Placed about 1936.
The P.C.C. has had a thin A.C. overlay, but in areas has been completely worn off. No rocking or pumping was noted, although cracking was evident.

	CBE Total Req.	Credit	Actual Thick.	
	8.0	4.0	A.C.	
IN PLACE				
See Section				

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

Section KITTREDGE AVENUE CHANNELIZATION Highway _____ County _____ Prefix _____

Res. Engr. _____ Approx. Length _____ Miles. Sta._____to Sta._____ Date _____

Truck A.D.T. 391 Traffic Coefficient 9.5 18 kip s.a. per day 274.0.

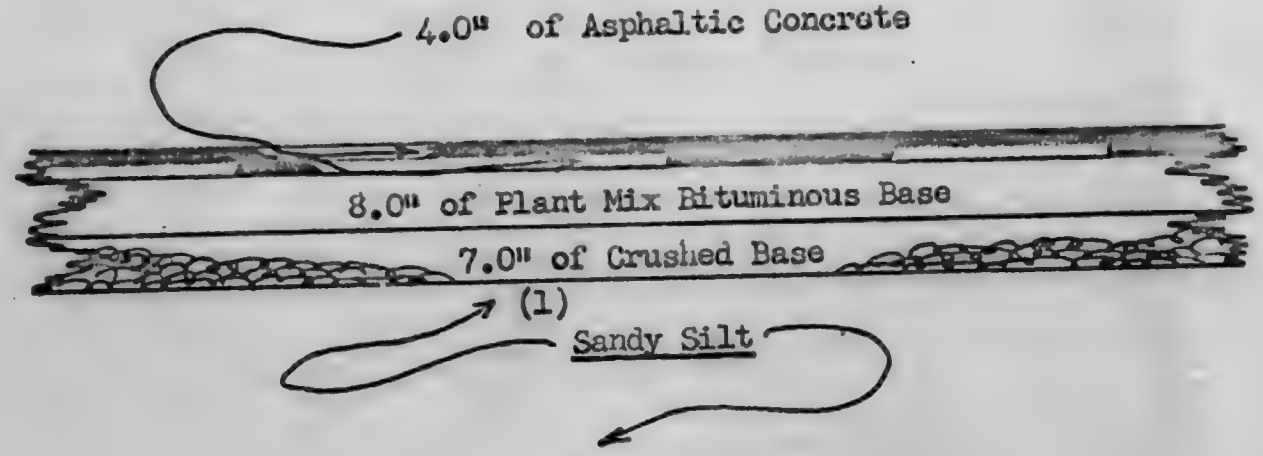
Annual Precipitation 44"+ Frost Penetration ---------.

N. W. KITTREDGE AVENUE

(1)
Typical Soil
Sample
LL
PI
%P 10
%P200
Passing
%Gravel
%C Sand
%F Sand
%Silt
%Clay
"R" Value
(Corrected)

AASHO CLASSIFICATION:

MATERIAL SOURCES:



CBE Total Req.	Credit	Actual Thick.	
	8.0	4.0	A.C.
	14.5	8.0	P.M.B.B.
	7.0	7.0	Cr. Base
29.5	29.5	19.0	

KITTREDGE AVENUE CHANNELIZATION
Columbia River Highway - 2W
Multnomah County

"OTHER ROADS"

Truck ADT	A.C. Wearing Surface	P.M.B.B.	3/4"-0 Level Course	Crushed Base	"CBE" Total Requirement	Actual Thickness
90 - 240	3.5"	6.0"	- - -	8.5"	26.5"	18.0"
30 - 90	3.5"	3.0"	- - -	11.0"	23.5"	17.5"
8 - 30	3.0"	- - -	2.0"	12.5"	20.5"	17.5"
1 - 8	2.0"	- - -	2.0"	11.0"	17.0"	15.0"
Cars Only	2.0"	- - -	2.0"	6.5"	12.5"	10.5"

Should substitutions be made use the "CBE" Total Requirement column to obtain the "TOTAL THICKNESS REQUIRED" and the table below for values:

1.0"	Asphaltic Concrete	=	2.0" Crushed Base
1.0"	Plant Mix Bituminous Base	=	1.8" Crushed Base
1.0"	Oil Mat	=	1.1" Crushed Base
1.0"	Stone Subbase (Per Standard Specifications) (plus Supplementals.)	=	0.8" Crushed Base

NOTE:
A comparison of costs between the recommended section and a *Standard Crushed Base section of comparable strength is shown below:

4.0"	Asphaltic Concrete	4.0"
8.0"	Plant Mix Bituminous Base	3.0"
12.0"	Crushed Base	21.0"
$172,900.00	Per two lane mile	$186,900.00

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

Section KITTREDGE AVENUE CHANNELIZATION Highway _____ County _____ Prefix _____

Res. Engr. _____ Approx. Length _____ Miles. Sta._____to Sta._____ Date _____

Truck A.D.T. 632 Traffic Coefficient 10.1 18 kip s.a. per day 442.4.

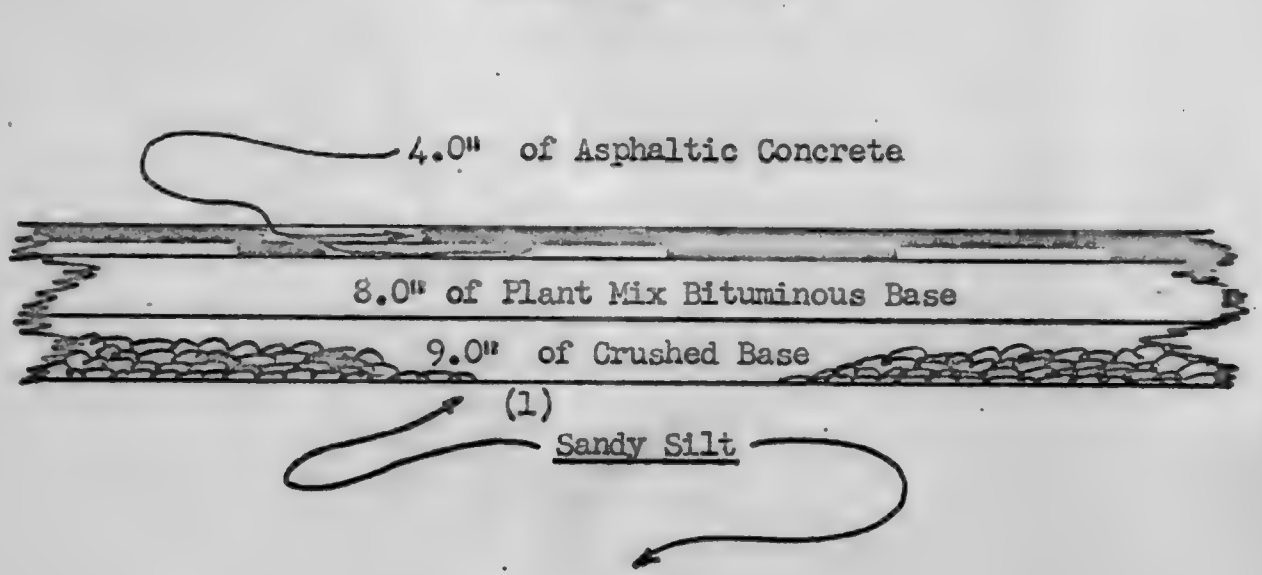
Annual Precipitation 44"+ Frost Penetration ---------.

(1)
Typical Soil
Sample
LL
PI
%P 10
%P200
%Gravel
%C Sand
%F Sand
%Silt
%Clay
"R" Value
(Corrected)

AASHO CLASSIFICATION:

MATERIAL SOURCES:

N. W. YEON AVENUE



CBE Total Req.	Credit	Actual Thick.	
	8.0	4.0	A.C.
	14.5	8.0	P.M.B.B.
	9.0	9.0	Cr. Base
31.5	31.5	21.0	

KITTREDGE AVENUE CHANNELIZATION
Columbia River Highway - 2W
Multnomah County

"OTHER ROADS"

Truck ADT	A.C. Wearing Surface	P.M.B.B.	3/4"-0 Level Course	Crushed Base	"CBE" Total Requirement	Actual Thickness
90 - 240	3.5"	6.0"	- - -	8.5"	26.5"	18.0"
30 - 90	3.5"	3.0"	- - -	11.0"	23.5"	17.5"
8 - 30	3.0"	- - -	2.0"	12.5"	20.5"	17.5"
1 - 8	2.0"	- - -	2.0"	11.0"	17.0"	15.0"
Cars Only	2.0"	- - -	2.0"	6.5"	12.5"	10.5"

Should substitutions be made use the "CBE" Total Requirement column to obtain the "TOTAL THICKNESS REQUIRED" and the table below for values:

1.0"	Asphaltic Concrete	=	2.0" Crushed Base
1.0"	Plant Mix Bituminous Base	=	1.8" Crushed Base
1.0"	Oil Mat	=	1.1" Crushed Base
1.0"	Stone Subbase (Per Standard Specifications) (plus Supplementals.)	=	0.8" Crushed Base

NOTE:
A comparison of costs between the recommended section and a *Standard Crushed Base section of comparable strength is shown below:

4.0"	Asphaltic Concrete	4.0"
8.0"	Plant Mix Bituminous Base	3.0"
12.0"	Crushed Base	21.0"
$172,900.00	Per two lane mile	$186,900.00

KITTREDGE AVENUE CHANNELIZATION
Columbia River Highway - 2W
Multnomah County

"OTHER ROADS"

Truck ADT	A.C. Wearing Surface	P.M.B.B.	3/4"-0 Level Course	Crushed Base	"CBE" Total Requirement	Actual Thickness
90 - 240	3.5"	6.0"	- - -	8.5"	26.5"	18.0"
30 - 90	3.5"	3.0"	- - -	11.0"	23.5"	17.5"
8 - 30	3.0"	- - -	2.0"	12.5"	20.5"	17.5"
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Cars Only	2.0"	- - -	2.0"	6.5"	12.5"	10.5"

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1.0"	Plant Mix Bituminous Base	=	1.8" Crushed Base
1.0"	Oil Mat	=	1.1" Crushed Base
1.0"	Stone Subbase (Per Standard Specifications (plus Supplementals.)	=	0.8" Crushed Base

NOTE:
A comparison of costs between the recommended section and a *Standard Crushed Base section of comparable strength is shown below:

4.0"	Asphaltic Concrete	4.0"
8.0"	Plant Mix Bituminous Base	3.0"
12.0"	Crushed Base	21.0"
$172,900.00	Per two lane mile	$186,900.00

SECTION: Mainline North and South of Intersection

HIGHWAY: Columbia River

COUNTY: Multnomah

Traffic Analysis:

Calculation for Traffic Coefficient

Loadometer Study For Year _____

		North	-	South	
A.	Present ADT (1966)	16333	-	10437	(Total)
B.	Future ADT (1986)	40000	-	32000	(Total)
C.	Mean ADT	28167	-	21219	$(\frac{A+B}{2})$
D.	Design Period	20			Years
E.	No. of Lanes	4			
F.	Percent Trucks	13	-	10	(ADT Basis)

G. Trucks (in one direction) $\frac{F}{2}$ = North - .065 / South - .05 x (C) 28167 / 21219 / Average = 1831 / 1061 / 1446

H. % Trucks in Design Lane 100 %

I. Trucks in Design Lane (G) 1446 x (H) 100 % = 1446

TRAFFIC COEFFICIENT = K (I) $^{0.119}$

where K = 4.669

= 11.0 - Average

SECTION: N. W. KITTREDGE AVENUE

HIGHWAY: Columbia River

COUNTY: Multnomah County

Traffic Analysis:

Calculation for Traffic Coefficient

Loadometer Study For Year _____

A. 1966 Present ADT 5020 (Total)

B. 1986 Future ADT 8000 (Total)

C. Mean ADT 6510 $\left(\frac{A+B}{2}\right)$

D. Design Period 20 Years

E. No. of Lanes 4

F. Percent Trucks 12 (ADT Basis)

G. Trucks (in one direction) $\frac{F}{2}$ = 391 x (C) 6510 = _____

H. % Trucks in Design Lane 100 %

I. Trucks in Design Lane (G) 391 x (H) 100 % = 391

TRAFFIC COEFFICIENT = $K (I)^{0.119}$

where K = 4.669

= 9.5

SECTION: N. W. YEON AVENUE

HIGHWAY: Columbia River

COUNTY: Multnomah

Traffic Analysis:

Calculation for Traffic Coefficient

Loadometer Study For Year _____

A. 1966 Present ADT 3366 (Total)

B. 1986 Future ADT 6000 (Total)

C. Mean ADT 4683 $\left(\frac{A+B}{2}\right)$

D. Design Period 20 Years

E. No. of Lanes 4

F. Percent Trucks 27 (ADT Basis)

G. Trucks (in one direction) $\frac{F}{2}$ = 632 x (C) 4683 = _____

H. % Trucks in Design Lane 100 %

I. Trucks in Design Lane (G) 632 x (H) 100 % = 632

TRAFFIC COEFFICIENT = $K (I)^{0.119}$

where K = 4.669

= 10.1

SECTION: KITTREDGE AVENUE CHANNELIZATION

HIGHWAY: Columbia River

COUNTY: Multnomah

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair _____ Poor _____
   Remarks: _____
5. Cost Comparisons: See remarks

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: A.C. or P.C.C.
7. Stage Construction: Not applicable
8. Depressed, Surface, or Elevated Design: Surface
9. Conservation of Aggregates: See remarks
10. Stimulation of Competition: See remarks
11. Construction Consideration: See remarks
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: Not applicable
13. Traffic Safety: See remarks
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptanle to this type construction.

CONCLUSION AND REMARKS:

No cost comparison made between P.C.C. and A.C. as this is a widening project to provide for channelization. Grades are controlled by the existing roadway. The condition of the present surfacing (P.C.C.) is such that a 4.0" A.C. overlay is warranted. A.C. is more desirable for this type construction.

RECEIVED
SEP 19 1967

FOR FILING
26-1191
7439

Agenda 3C-1
August 29, 1967

September 1, 1967

Board of County Commissioners
Multnomah County
Courthouse
Portland, Oregon 97204

Gentlemen:

The State Highway Commission at its meeting on August 29, 1967, adopted a survey concerning improvement on the Kittridge Avenue Channelization Section of the Columbia River Highway.

For your information, we have attached a sketch map showing the route of the new section and a copy of the Commission's "Survey Resolution No. 341," adopting the survey.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wln

Attachment

RECEIVED
AUG 14 1967
FOR FILING

26-1191

7439

August 11, 1967

Oregon State Highway Commission

Gentlemen:

The survey on the Kittredge Avenue channelization project on the Columbia River Highway in Multnomah County has been completed. A public hearing on this section was waived. The length is 0.55 mile and I am attaching a map for your information.

The estimated cost of construction is $148,000 and the estimated cost of right-of-way is $52,000 for a total estimated cost of $200,000.

I recommend your approval of this survey and request authority for the purchase of the necessary right-of-way, with construction to take place when funds are available.

This matter will be presented on the agenda for the August 29 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

Attach.

cc Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
L. H. Young
D. H. Moehring
C. H. Maison
L. W. Rulien
BG:jr fn

7

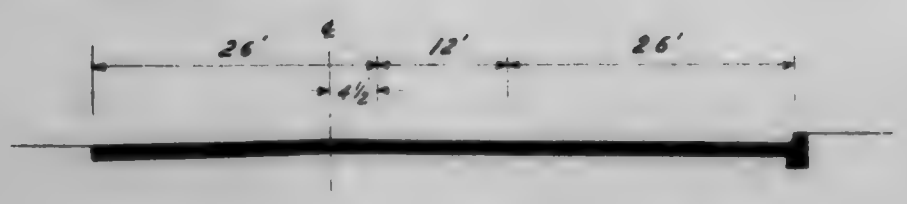
T.1N.,

NW. KITTRIDGE AVE.

Fire Station

Reloca

END OF SURVEY
STA. 100+15.83



TYPICAL SECTION

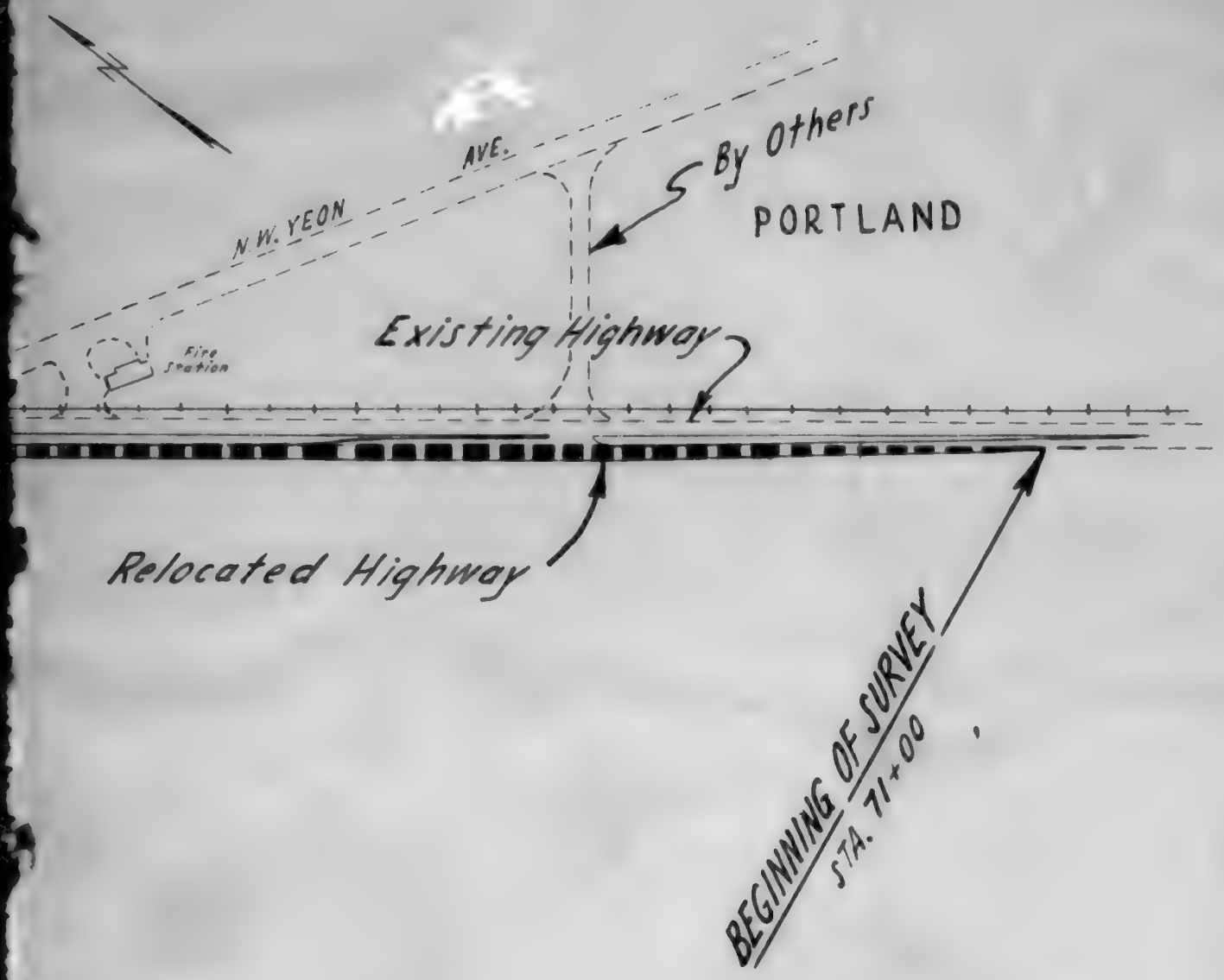
PUBLIC HEARING
SYSTEM ACTION
COUNTY
STATE H
BUREAU
THROUGHWAY RES
ACCESS CONTROL

APPROVED

0.55 mi.

DRG. NO.

T.1N., R.1E.



PUBLIC HEARING	None Required
SYSTEM ACTION	
COUNTY	None Required
STATE HIGHWAY COMMISSION	None Required
BUREAU OF PUBLIC ROADS	None Required
THROUGHWAY RESOLUTION ADOPTED	None Requied
ACCESS CONTROL	Limited

APPROVED: AUG 4 - 1967

ORIGINAL SIGNED
R. L. PORTER
DEPUTY STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DEPARTMENT

SURVEY APPROVAL MAP

KITTRIDGE AVE. CHANNELIZATION

COLUMBIA RIVER HIGHWAY

MULTNOMAH COUNTY

DRG. NO. 1R-4-292

SCALE: 1" = 300' | DATE: June, 1967

FOR DETAILS SEE DRG. NO.

9B-2-14

RECEIVED
JUL 31 1967
FOR FILING

BC-1191
7439

Agenda
40

June 14, 1967

City of Portland
City Hall
Portland, Oregon 97204

MISC. CONTRACTS and
AGREEMENTS No. 3364

attention: Ray Smith

Gentlemen:

Enclosed for your files are two fully executed copies of an agreement covering the N. W. Yeon Avenue-N. W. Kittridge Avenue Section of the Columbia River Highway in Multnomah County.

A fully executed copy of this agreement has been retained for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

lmr
Enc.

cc: H. S. Cox
Attn: D. N. Harwell
(Conformed Copy)

FORM E-123X, 5CM 7-66

RECEIVED
JUN 9 1967

COMMISSIONERS:
GLENN L. JACKSON, CHAIRMAN
MEDFORD
[illegible]
DAVID B. SIMPSON, MEMBER
PORTLAND

FOR FILING

Fred W. Hill, Member
Helix

26-1191

7437

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

June 7, 1967

[illegible] A. L. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St. NE
Salem, Oregon 97301

New year - Kittridge

Dear Sir:

On May 5, 1967, the Portland City Council was notified by letter of the Highway Commission's plans to reconstruct the St. Helens Road-Kittridge Road Section on the Columbia River Highway. Public notices were published in the appropriate newspapers concerning the proposed project.

Under date of June 1, 1967, the City indicated by letter that they had not received any requests for a hearing.

Based on the above correspondence a hearing will not be held. Copies of all correspondence on this matter are attached.

This certifies that the people in the City of Portland were notified of the proposed project and that no person has requested a hearing, and that the State Highway Department is considering the economic effects in adopting this location.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

[illegible]
Att.

H. S. Cox
County and City Engineer

bc: R. L. Porter
F. B. Klaboe
Victor Wolfe
F. D. Morgan
J. E. Morelock
L. H. Young
R. N. Chase
G. E. Rohde
D. H. Moehring
A. E. Johnson

NOTED
F. B. KLABOE

RECEIVED
JUN 8 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 19 1967
OFFICE OF CITY AUDITOR

36-1191

7439

RAY SMITH
CITY AUDITOR

CITY OF PORTLAND
OREGON

May 17, 1967

REFERRED TO
Admin
BY SECRETARY

KLABOE

Mr. Floyd Query, Secretary
Oregon State Highway Department
Salem, Oregon 97310

Dear Mr. Query:

NOTED
F B. KLABOE

The City Council Wednesday, May 17, 1967, referred the communication from the Oregon State Highway Department on proposal to acquire right-of-way for future reconstruction to four lane standards, the St. Helens Road-Kittridge Road section of the Columbia River Highway lying within the city of Portland, to the Commissioner of Public Works, Mr. William A. Bowes.

You will be further advised when Commissioner Bowes makes his report to the Council.

Yours very truly,

Auditor of the City of Portland

RLM:mm
Cal. No. 1913

copies 5-19-67
REFERRED TO
Morgan-Cox-W-Ye
BY ASST. STATE HWY. ENGR

NOTED
FLOYD QUERY

RECEIVED
MAY 18 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 18 1967
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAY 1 - 1967
HIGHWAY

Fred W. Hill, Member
Salem

26-1191
7439

April 28, 1967

Oregon State Highway Commission

Gentlemen:

Presented for your consideration at the June 8 meeting will be a cooperative construction-finance agreement with the City of Portland pertaining to the N.W. Ieon Avenue-N.W. Kittridge Avenue Section of the Columbia River Highway (N.W. St. Helens Road US30).

This agreement provides for construction of the project, relocation of utilities, parking restrictions, grade revisions, et cetera, with construction on St. Helens Road being paid for by the State and construction on Ieon and Kittridge Avenues being paid for by the City. Upon completion of the project, the City will assume or continue maintenance, jurisdiction, and control of the portion of right-of-way, including sidewalks if any, lying outside the northerly right-of-way line of N. W. St. Helens Road.

The State's portion of the project will basically consist of widening St. Helens Road, including a variable section, to facilitate four lanes of travel with all parking eliminated. The City's portion includes a new separation structure over the SP&S railroad and widening of N.W. Kittridge Avenue as well as revisions on N.W. Ieon Avenue.

The State's portion of the project is estimated to cost $122,000 which covers all costs within the right-of-way limits of N.W. St. Helens Road, including signalization. The City's portion is estimated to cost approximately $376,000.

The City is aware that construction of this project will be held in abeyance until construction funds are available and authorization of construction is approved by the Highway Commission.

We recommend your approval of the construction of this project upon the availability of funds and request authority for the Secretary to sign the agreement for and on your behalf.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
F. B. Klaboe
Tom Edwards
Victor D. Wolfe
H. S. Cox
L. H. Young
F. D. Morgan
A. E. Johnson

DMH:mm jw

RECEIVED
MAR 2 - 1967

SP 23687-734

FOR FILING
2-1191
7439

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
February 14, 1967

SUBJECT:

To: Memo to the Files

BJ 2/27

On February 10 I met in Commissioner Bowes' office with the following members of the City: Gus Lindstrom, Fred Fowler, Norman Drulard and Don Bergstrom. Appearing with me for the State were D. J. Barbee and A. E. Johnson.

The first subject brought up was the proposed widening of West Burnside Street between N. W. Park Avenue and N. W. 23rd Avenue. I advised the City that I would recommend to the Commission that the State participate for the section between N. W. Park and N. W. 19th on a 75 percent-25 percent basis if the City would remove parking at all times from the street. This would allow it to be adequately striped and used as a four-lane facility. Mr. Don Bergstrom seconded my suggestion and stated that the widening proposal would have very little value unless the prohibition of parking were made a part of it.

I also advised the City that under the 75-25 formula, the State would be responsible for the necessary relocation of utilities and that the State would not be responsible for any share of the cost of reconstructing the sidewalks and eliminating the vaulted areas.

Mr. Bergstrom inquired whether or not the revision of the traffic signals, estimated to be $16,000, in the area under State jurisdiction would also fall under the 75-25 formula. I advised him that I did not know but would find out.

The second subject for discussion was the City's proposed replacement of the Kittridge Street bridge and its connections to St. Helens Road. They hope to go to contract

NOTED
TOM EDWARDS

on this structure this coming summer and expect to have the work completed by the spring of 1968. I advised them that the State would guarantee to the City that the work required by the State on St. Helens Road would be completed prior to or concurrently with their project.

Mr. Barbee will immediately initiate a survey to pick up the necessary field data in order that we may complete our design and make a decision as to whether or not we should contract our work or perform it with state forces.

ORIGINAL SIGNED BY
E. B. KLABOE

F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

cc: Tom Edwards
F. D. Morgan
H. S. Cox
A. E. Johnson

- Please discuss the necessary revisions to the traffic signal installations with me at your convenience.

WILLIAM A. BOWES
COMMISSIONER
DEPARTMENT OF PUBLIC WORKS

G. J. [illegible]
CHIEF [illegible]
NORMAN R. DRULARD, P. E.
CITY ENGINEER

CITY OF PORTLAND
OREGON

December 19, 1966

Mr. Al Johnson,
Metropolitan Engineer
Oregon State Highway Department
5821 N. E. Glisan Street
Portland, Oregon

Dear Mr. Johnson:

I am transmitting herewith a copy of a letter from the City Engineer to the Highway Eng. Coordinator relative to the preparation of an agreement by State between State and City covering the work to be done by each on the reconstruction of the N. W. Kittridge Avenue bridge and its approaches, as well as the necessary widening and channelization of N. W. St. Helens Road.

It is understood by City that all work outside of the right-of-way line of N. W. St. Helens Road, including the purchase of all necessary right-of-way, should be done and paid for in full by the City.

Transmitted herewith are copies of the general plan for the structure as prepared by the engineering firm of Cooper & Rose', together with maps prepared by the Traffic Engineer for the connection between N. W. Yeon Avenue and N. W. St. Helen's Road and the approach connection between the structure and St. Helen's Road. From these plans and State's plan for St. Helen's Road, the necessary map to accompany the agreement forms can be prepared.

Since the City must negotiate for the acquisition of right-of-way as soon as possible, your early attention would be appreciated.

Yours very truly,

Wm A Bowes
Commissioner of Public Works

WAB:FTF:DL
Encl.
cc: D. E. Bergstrom
N. R. Drulard
F. T. Fowler
L. T. Keefe
C. J. Wendt

[illegible] ENGINEER
[illegible]
DEC 21 [illegible]

CITY OF PORTLAND

INTER-OFFICE CORRESPONDENCE

(NOT FOR MAILING)

December 13, 1966

From Office of City Engineer

To Highway Engineering Coordinator

Addressed to Fred T. Fowler, Highway Engineering Coordinator

Subject Agreement with State Highway Department for Reconstruction of St. Helens Road in Connection with Kittridge Bridge Reconstruction.

Dear Sir:

The City's consultants for the Kittridge Avenue Bridge, Cooper & Rose', are proceeding with final design drawings for the replacement structure. As part of this replacement it will be necessary, of course, for the City to enter into agreements with the State Highway Department for certain reconstruction along St. Helens Road, including channelization, as has been previously discussed. As the program will include, among other things, an agreement for their portion of the work and will necessitate the acquisition of certain right of way and paving plans by the City, it is necessary that early agreement be reached on the work to be done by each agency and on the plan for traffic alterations.

It would be appreciated if your office would pursue finalization of such an agreement so that the City may proceed with certain property acquisitions and have all work completed adjacent to St. Helens Road prior to completion of the bridge construction.

If we can be of any aid in developing this portion of the work, please do not hesitate to contact this office.

Very truly yours,

N. R. BRULLARD

City Engineer

NRD:j

cc: Wm. A. Bowes, Commissioner
Mr. C. J. Wendt, City Transportation Dir.
Mr. D. E. Bergstrom, Traffic Engineer

RECEIVED
AUG 12 1966
FOR FILING

26-1191

7439

August 12, 1966

The Honorable William A. Bowes
Commissioner of Public Works
City of Portland
City Hall
Portland, Oregon

435
878

Dear Commissioner Bowes:

Re: Intersection of Yeon and Kittridge Avenues, Columbia River Highway Multnomah County

We have completed our analysis of the proposal to replace the Kittridge Avenue overcrossing of the railroad tracks and the channelization of Kittridge Avenue with St. Helens Road.

We are in doubt concerning the length of structure that you propose to use. If you cut it short at its south end as much as possible, it appears that a substantial retaining wall will be required on each side of the approach ramp in order to keep the fill from destroying valuable improved property. Our preliminary estimate for the cost of such an approach contained within retaining walls is $325,750.

We have also estimated the cost of the proposed Yeon Street connection to St. Helens Road and believe that it will amount to approximately $50,600. The channelization that will be required along the length of St. Helens Road will cost approximately $122,000. None of the bridge costs are included in this estimate.

We have not evaluated the possibility of extending the bridge southerly enough to eliminate the construction of the retaining walls mentioned above, but recommend that you do so to determine which of the alternates would be the most economical.

The State Highway Department will recommend to the State Highway Commission that our participation in the project be the cost necessary to perform the work (including right-of-way) on St. Helens Road, estimated to be $122,000.

The question of the future treatment of St. Helens Road was also raised; it being your suggestion that it will ultimately be developed into a freeway section between N. W. 21st Avenue and the St. Johns Bridge. We cannot see the possibility of such a treatment in the foreseeable future and suggest that your design be made on the basis of an at-grade intersection with St. Helens Road similar to the pattern recently developed.

If we can be of any further assistance or if you wish to proceed along the lines mentioned above, please advise.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Hiebee
Assistant State Highway Engineer

FBH:mrb

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. B. Morgan
H. S. Cox
A. E. Johnson

FORM E-20 5OM 10-65 SP*23401-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 1, 1966

SUBJECT: N. W. Kittridge Ave. & St. Helens Rd.
Lower Columbia River Highway
City of Portland

To:
Mr. F.B. Klaboe
Assistant State Highway Engineer
Building

As a follow up to our July 13 letter herewith, you verbally requested cost estimates on the three proposals, prepared separately, for discussions with the City:

Yeon Street Connection to St. Helens Road

Construction	...	$ 17,600
Right of Way	...	33,000
		$ 50,600

Kittridge Street from the Structure to St. Helens Road

Construction	...	$ 71,500
Walls	...	245,000
Right of Way	...	9,250
		$325,750

Channelizing St. Helens Road

Construction	...	$ 42,000
Right of Way	...	80,000
		$122,000

RECEIVED
AUG 2 1966
OFFICE OF
STATE HIGHWAY ENGINEER

F.D. Morgan
Construction Engineer

DNS:jr
Attach

By D.J. Barbee

D.J. Barbee
Assistant Construction Engineer

FORM E-30 80M 10-65 SP*23401-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 13, 1966

SUBJECT: N. W. Kittridge Avenue & St. Helens Road
Lower Columbia River Highway
City of Portland

To:

Mr. F. B. Klaboe
Assistant State Highway Engineer
Building

This is in answer to assignment #878 on the subject intersection.

The City has stated that their one objection to our plan is that they want Yeon Avenue to be connected to Kittridge so northbound traffic on Yeon will not have to enter St. Helens Road and cross the tracks twice to get to Kittridge. Less than 10% of this northbound traffic wishes to make this move. This means basically leaving the intersection of Kittridge, Yeon and St. Helens Road as is. The only way our plan will function is to separate Yeon traffic and make it enter St. Helens Road at a different point from Kittridge.

The feeling of this office remains the same as previously stated to the City on March 17 in that St. Helens Road will not be made a freeway, but will be up graded as demand and money allow.

F. D. Morgan
Construction Engineer

By D. J. Barbee

D. J. Barbee
Assistant Construction Engineer

DNS:jr
Attach

JUL 1 5 1966
OFFICE OF
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
TWENTY-FOUR HOUR VEHICULAR VOLUME

DAY OF WEEK _____

ACTUAL COUNT (VEH.) _____ HRS.

HOURS COUNTED _____

PEDESTRIAN COUNT _____ HRS.

HOURS COUNTED _____

CITY OF PORTLAND

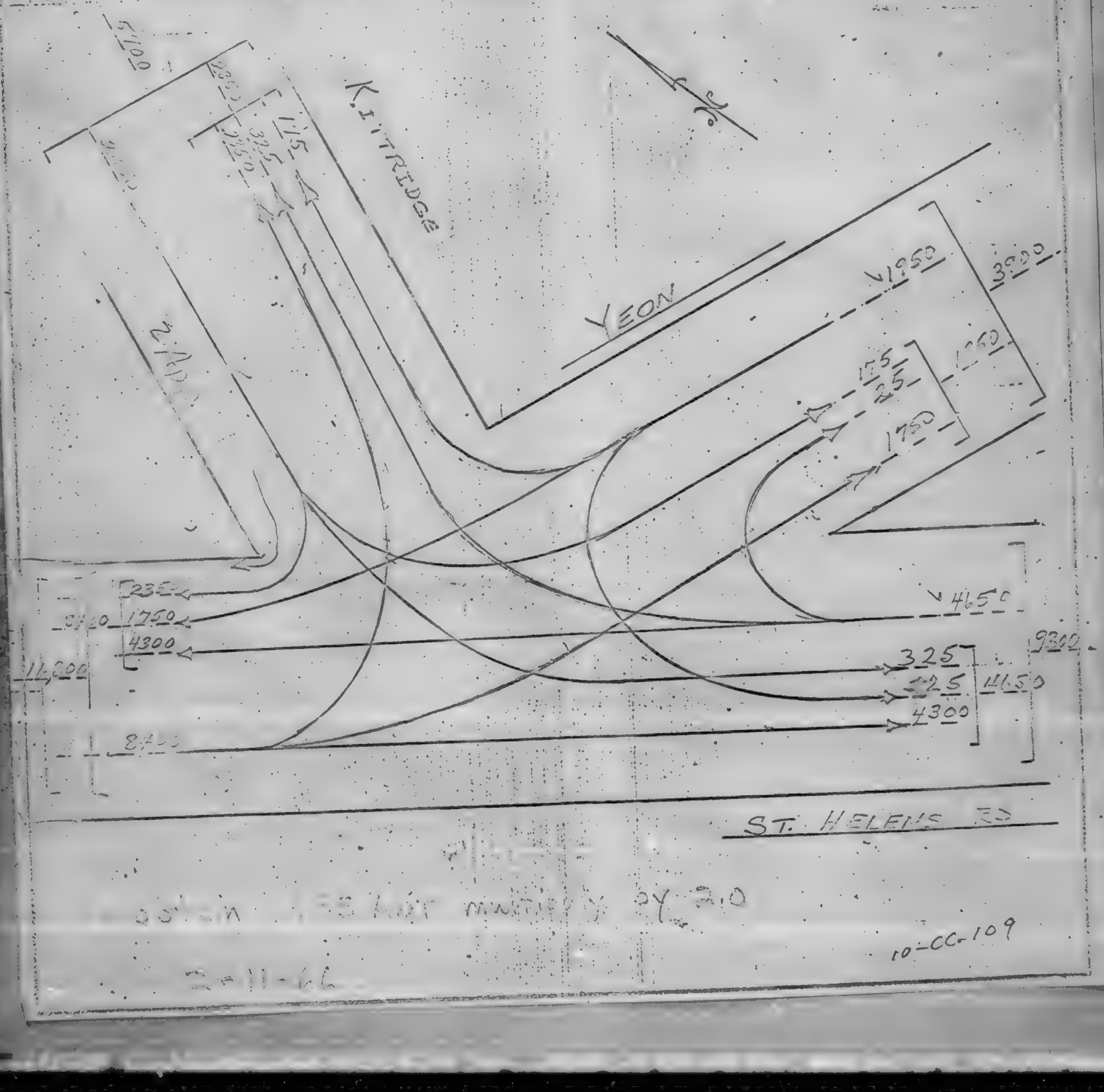
INTERSECTION OF ST HELENS RD.

AND NW YEON & KITTRIDGE

STATION NO. _____

CODE NO. _____

CLASSIFICATION ALL VEHICLES



10-CC-109

WILLIAM A. BOWES
COMMISSIONER
DEPARTMENT OF PUBLIC WORKS

G. J. LINDSTEDT
CHIEF OF OPERATIONS
NORMAN R. DRULARD, P. E.
CITY ENGINEER

CITY OF PORTLAND
OREGON

July 5, 1966

3737

RECEIVED JUL 7 1966 OFFICE STATE HIGHWAY

Mr. Forrest Cooper,
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Dear Mr. Cooper:

Since receipt of your letter of March 17 regarding State's plans for development of N. W. St. Helens Road in the vicinity of N. W. Yeon Avenue and N. W. Kittredge Avenue intersection, the staff of the Public Works Department of the City has studied the plan submitted by State and has decided that the proposed plan would be satisfactory as an interim solution of the traffic problem at this complex intersection, with one exception.

The City Public Works staff recommends that northbound N. W. Yeon Avenue traffic be connected to N. W. Kittredge Avenue so as to avoid having to enter N. W. St. Helens Road traffic and then recross the railroad track to get to the Kittredge Avenue overcrossing. The City of Portland has retained a firm of consulting engineers to study the Kittredge Avenue problem and design a permanent structure to replace the present timber structure which has been placed under load restrictions because of age and deterioration. Since it is essential that the intersection with St. Helens Road be finally designed before the consultants can complete their study, will you please prepare final plans and estimates of cost for the connections shown on your submitted plan and also indicate your ideas of how the project would be financed?

The Public Works staff still feels that the ultimate development of St. Helens Road from the end of the proposed freeway at about N. W. 31st Avenue to the St. Johns Bridge will call for a freeway along the westerly side of existing St. Helens Road.

With the development of the Rivergate Industrial Area by the Port of Portland and the large increase in traffic generated thereby, the St. Johns Bridge-St. Helens Road route would provide the most direct route for this traffic to the Tualatin Valley area and Interstate 5 south. To that end, it would be wise not to allow any

any further development of the area west of St. Helens Road. To that end, it is hoped that State would adopt this route for a proposed freeway and then would be able to purchase any property lying west of St. Helens Road that might be up for development.

I would be glad to discuss this problem with you at your convenience.

Yours very truly,

Commissioner of Public Works

WAB:FTF:DL

cc: Mr. C. J. Wendt
Mr. N. R. Drulard
Mr. D. E. Bergstrom
Mr. L. T. Keefe

RECEIVED
JUL 7 1966
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAR 17 1966
FOR FILING
26-1191
7439

435

March 17, 1966

The Honorable William A. Bowes
Commissioner of Public Works
City of Portland
City Hall
Portland, Oregon

Dear Commissioner Bowes:

Re: Intersection, Yeon and Kittridge Avenues, Columbia River Highway Multnomah County

This is in further reference to the possible future revision of St. Helens Road at this intersection by the Highway Department.

Because of the necessary service to surrounding land in this area, we have no plans to make St. Helens Road a freeway. The most that will be done at some future time is an upgrading of the present facility.

The plan at Kittridge which you submitted has some moves which would be very difficult to sign.

According to our studies, a channelization, enclosed herewith, will handle the traffic for years to come and at much less cost. Our plan would be to widen on the side opposite the railroad for the refuge lane, and we would expect to put traffic signals at both proposed intersections. We must emphasize, however, that no funds have been programmed for any work.

I trust this will be of value to you in your planning.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. D. Morgan
H. S. Cox
A. E. Johnson

Enclosure

DWS:jp mrb

WILLIAM A. BOWES
COMMISSIONER
DEPARTMENT OF PUBLIC WORKS

2779

FEB 2 66

O. J. LINDSTEDT
CHIEF OF OPERATIONS
NORMAN R. DRULARD, P. E.
CITY ENGINEER

CITY OF PORTLAND
OREGON

January 31, 1966

Mr. Forrest Cooper
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

K 1060 C

Dear Mr. Cooper:

The replacement of the present N. W. Kittredge Avenue wooden viaduct over the railroad tracks, connecting N. W. Front Avenue with N. W. St. Helens Road, has become very urgent at this time. Because of the heavy truck traffic using this crossing, a reinforced concrete structure is certainly warranted.

The difficult intersection of N. W. Yeon Avenue and N. W. St. Helens Road with N. W. Kittredge Avenue should be corrected in the planning for rebuilding this overpass.

In order to properly plan this project, it will be necessary to know what the State Highway plans are for the development of N. W. St. Helens Road as a possible freeway to connect with the St. Johns Bridge.

I am sending you three prints of a study we have made of this crossing, for your consideration. We realize that the possible reconstruction of N. W. St. Helens Road will affect this planning; consequently, we would appreciate your comments and suggestions at an early date so that final planning can proceed. — 3 print pcs.

Yours very truly,

Wm. A. Bowes
Commissioner of Public Works

Printed by Morgan 2-4-66

WAB:FTF:DL

RECEIVED
FEB 1 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 1 1966
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
FEB 3 - 1966
FOR FILING

22-1191
2439

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
December 1, 1965

To: Mr. F. D. Morgan
Construction Engineer
B U I L D I N G

SUBJECT: Improvement of N.W. Kittridge Avenue and St. Helens Road, Lower Columbia River Highway, City of Portland

Attention: Mr. D. J. Barbee

I enclose copies of a plan developed by Fowler and a copy of a letter of transmittal from Johnson.

As you know, the City and the State have been pressured to develop better access to N. W. Front Avenue from the Stadium Freeway. Fowler's plan seems to have merit.

His plan for Kittridge also appears to have merit.

Of course, both are expensive and probably cannot be financed by the City (or by us, although there is no question of our involvement except at the south end of the Kittridge plan as of now).

However, please give both the benefit of a thorough analysis for "bugs" and advise me of your findings and your opinions on the benefit that would accrue if they were implemented.

F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

Enclosures

cancel assignment
by FBK
1-28-66

FORM E-30 REV 3-61 SP*8670-784

PLEASE RETURN TO
F. B. KLABOE

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213
November 18, 1965

To: Mr. F. B. Klaboe
Assistant State Highway Engineer
State Highway Building
Salem, Oregon 97310

SUBJECT: Improvement of N. W. Kittridge Avenue and St. Helens Road
Lower Columbia River Highway
City of Portland

This morning while discussing matters pertaining to the East Marquam Interchange in Mr. Fred Fowler's office, he presented me with copies of a map indicating the improvement of N. W. Kittridge Street between N. W. Front Avenue and N. W. St. Helens Road.

This plan proposed interchange-type connections with both N. W. Front Avenue and N. W. St. Helens Road, and Mr. Fowler indicated that since such an improvement would improve the intersection with N. W. St. Helens Road and since N. W. St. Helens Road is maintained as a State highway, the City would look for participation financially by the State Highway Department. Mr. Fowler stated that our Department has already improved the Lower Columbia River Highway in the vicinity of Linnton and contemplates the improvement to freeway standards that portion from the Fremont Interchange to N. W. St. Helens Road, and he feels that there should be plans for improvement of N. W. St. Helens Road between N. W. Ward Way and the St. Johns Bridge.

Mr. Fowler has requested that an expression be given from the Department concerning such an improvement and concerning the proposed project for improvement of N. W. Kittridge Street. In this connection, I enclose also a plan showing proposed improvements to N. W. Front Avenue and N. W. Upsher-N. W. Thurman Street couplet. This plan was furnished to me by Mr. Fowler for information purposes only, since the improvement in the vicinity of N. W. Front Avenue does not involve the Highway Department. However, from the standpoint of access from our Lower Columbia River Highway (Upsher-Thurman couplet), this plan is of interest.

The enclosed information is submitted to you for further handling and it is requested that information concerning an answer to Mr. Fowler be furnished this office.

A. E. Johnson
Metropolitan Engineer

AEJ:sh

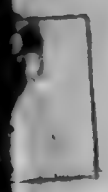
Enclosure

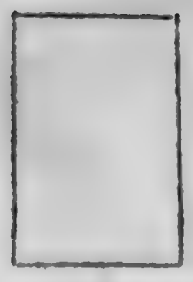
cc Mr. F. D. Morgan

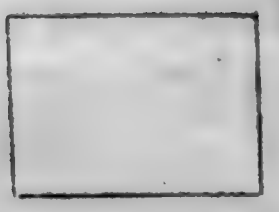
RECEIVED
NOV 19 1965
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
NOV 19 1965
OFFICE OF
STATE HIGHWAY ENGINEER

Above: Columbia River Hwy
Kittridge & Chenowith
1-66-1EEL

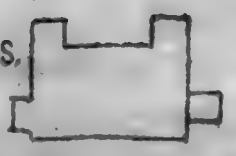






PRELIMINARY LAYOUT SHEET

FINAL DESIGN WILL BE AS SHOWN ON CONSTRUCTION PLANS.
FINAL R/W WILL BE AS SHOWN ON R/W MAP.
FINAL ACCESS CONTROL WILL BE AS SPECIFIED IN DEEDS.



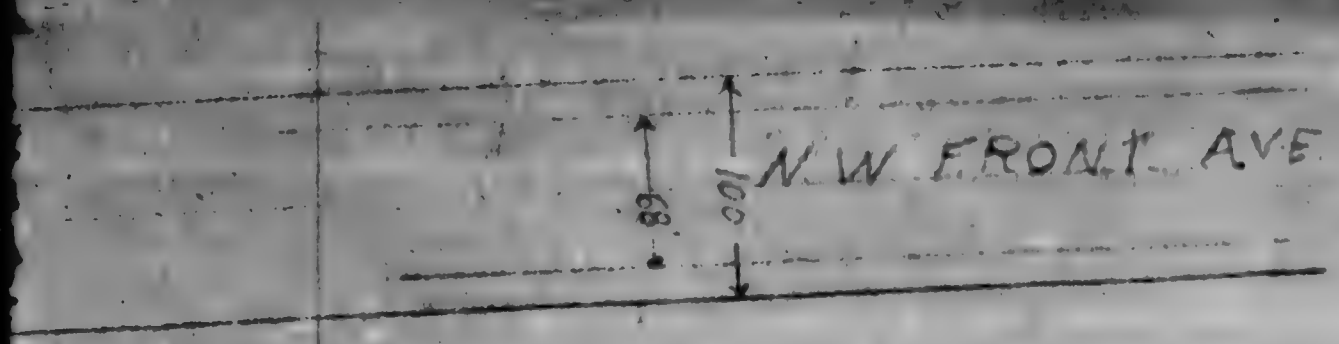
Columbia River Highway
Map
St Helens Rd - Kittridge Rd Intr.
Multnomah County
1" = 100' Feb 1966

NW KITTRIDGE

100

68'

N


N.W. FRONT AVE
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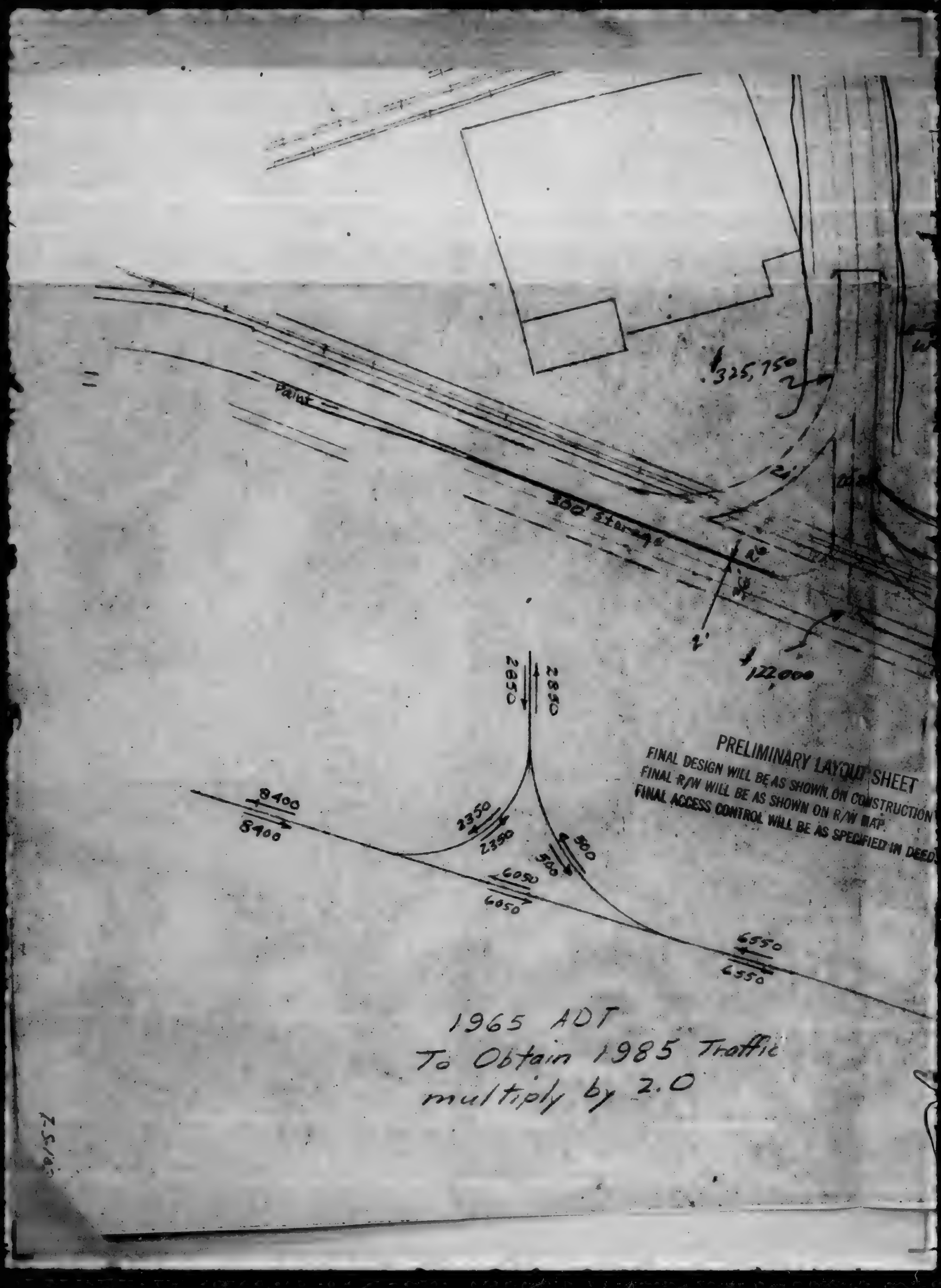
66


Paint
300' Storage
325,750
122,000
2850
2850
8400
8400
2350
2350
500
500
6050
6050
6550
6550
PRELIMINARY LAYOUT SHEET
FINAL DESIGN WILL BE AS SHOWN ON CONSTRUCTION
FINAL R/W WILL BE AS SHOWN ON R/W MAP
FINAL ACCESS CONTROL WILL BE AS SPECIFIED IN DEED
1965 ADT
To Obtain 1985 Traffic
multiply by 2.0

Ok. to leave open for now by
L. Kittridge Mgr

Survey

55"R

Yeon St.

FIRE STATION

20'

12'

EET

RUCTION PLANS.

IN DEEDS.

R/R

1950

1950

1225

1225

465

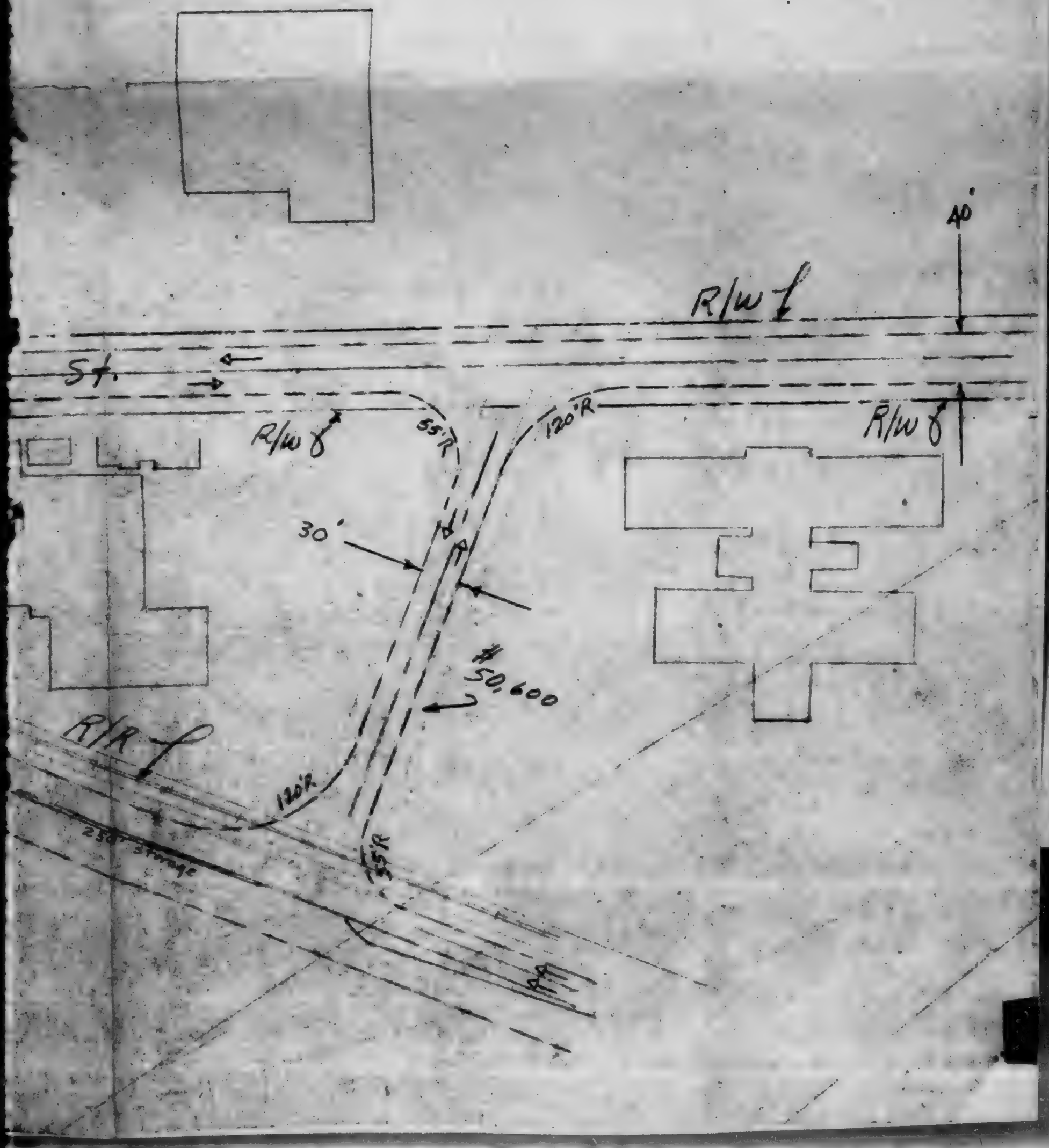
462.5

25

25

4650

4656


40'
R/W
St.
R/W
55'R
120'R
R/W
30'
#50,600
R/R
120'R
25' Storage
35'R

31-1120 Willow Creek Bridge on Wallowa Lake Hwy., N. of LaGrande (Grad., pav. & struct.) 1970

#7440

PR-701

RECEIVED
NOV 4 - 1971
FOR FILING

31-1120

7440

November 4, 1971

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

A post-final payment for $500 will be made to Mann Construction Company, Inc., on Contract No. 7440 for work on the Willow Creek Bridge Section of the Wallowa Lake Highway in Union County as soon as the warrant is prepared.

The total amount paid on this contract will be $126,797.67 including the post-final payment. Of the total, $2,755.15 is for force account.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

dr

cc Mann Construction Company, Inc.
P. O. Box 595
Redmond, Oregon 97756
bc Frank Morgan
Ivan Merchant
V. E. Skoog
Attn: John Herr
H. S. Coulter

RECEIVED
NOV 8 - 1971

FOR FILING

31-1120
7440

4i-4
10-19-71

October 26, 1971

Hamm Construction Co., Inc.
P. O. Box 595
Redmond, Oregon 97756

Gentlemen:

The State Highway Commission at its meeting on October 19, 1971, considered your request for an additional 19 calendar days to complete Contract No. 7440 for work on the Willow Creek Bridge Section of the Wallowa Lake Highway in Union County.

Careful consideration was given to the reasons you submitted. However, in light of the available facts and the provisions of the contract, the Commission granted you five days without assessment of liquidated damages.

If there are pertinent facts which have not yet been considered, you should contact the Resident Engineer, the Regional Engineer, or the Construction Engineer in the Salem office.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cc F. D. Morgan
I. D. Merchant
V. H. Shoog
H. S. Coulter
H. E. Woodward

fkn:dr

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7440 Contractor Mann Construction Co., Inc.

Highway Wallowa Lake

Section Willow Creek Bridge

Kind of Work Grading, Paving, and Structures

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED**. The reasons for such recommendation are as follows:

~~I recommend that the request be "Granted" but revised to only 4 days. See attached letter of explanation.~~

Grant five days without assessing liquidated damages because of extra work added to contract. Assess liquidated damages for remaining ten days consumed.

Recommended for Approval:

E. O. Hendrickson
Regional Constr. ~~Division~~ Engineer

Jean V. Merchant
~~Construction Engineer or~~ Bridge Engineer

J. K. Lebe
~~Assistant~~ State Highway Engineer

Contract No.	7440
Project designation	State (State-Federal)
Date awarded	July 31, 1970
Work started	August 19, 1970
Per cent completed	100% 4/23/71 ~~79% 1/8/70~~ (Date)
No. of Calendar Workdays Allowed	120
No. of Calendar Workdays Used	~~104~~ 135
No. of Added Workdays Requested	~~4~~ 15

25-020 (Rev.)—SM—8-66

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of ~~Workdays~~ CALENDAR DAYS
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date ....Dec. 29...., 19 70

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from ...120.... days to .....139. days, within which to complete our Contract No. .....7440....., without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: Sept. 15,16,17 discontinued placing embankment for the installation of a French drain.
Sept. 17,18,21 and 22, removed and replaced fence, 2 days lost.
Nov. 19 to 25, shutdown of job due to piledriving equipment and crane not being able to be transported on highway.
December, 7 calendar days lost because of impossible frozen ground conditions.

Respectfully submitted,

Mann Construction Co., Inc.
Contractor

By Richard Mann

CONSENT OF SURETY

Date December 29, 19 70

We, United Pacific Insurance Co.

....., as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

A T Lowe
Attorney-in-fact

A T Lowe
Resident Agent

(SEAL)

RECEIVED
SEP 27 1971
BRIDGE DIVISION

RECEIVED
JAN 25 1971
BRIDGE DIVISION

RECEIVED
OCT 5 - 1971
FOR FILING

31-1120

7440

October 1, 1971

Oregon State Highway Commission

Request for Extension of Time
No. 4
October 19, 1971 meeting

Gentlemen:

Hamm Construction Co., Inc., contractor on the Willow Creek Bridge Section of the Wallowa Lake Highway in Union County, Contract 7440, has requested that he be granted an additional 19 calendar days to complete the contract work without assessment of liquidated damages. The contractor cites extra work added to the contract and inclement weather which prevented him from moving heavy pile driving equipment to the site and generated frozen ground conditions at the site as his reasons for failure to complete the work on time.

The contract was awarded July 21, 1970, and allotted 120 calendar days to complete the work. This forecast a completion date of December 28, 1970. The roadway was opened to two-way traffic over the base course surfacing on January 14, 1971, with 130 calendar days charged and was essentially completed and in use by traffic on April 23, 1971, with 135 days charged. Work remaining to be completed at that time consisted of minor cleanup of the site, finish dressing of the slopes, and some fencing under an extra work order. This work was completed July 27, 1971, with no additional calendar days charged.

Four stop work orders were in effect during the contract period as follows:

September 4 to September 7, 1970 (possible hazards of construction to holiday traffic)

November 13 to November 15, 1970 (ground conditions not suitable for satisfactory embankment construction)

January 14 to April 19, 1971 (weather conditions not suitable to construct satisfactory paving)

April 24 to July 27, 1971 (flood conditions in creek would not permit final dressing up of slopes and cleanup).

No calendar days were charged during the shut down order periods.

Calendar days charged (135) exceed the allotted calendar days (120) by 15 days.

I recommend the contractor be granted five days without assessment of liquidated damages (the time spent on performance of extra work) and that he be assessed liquidated damages for the remaining ten days. Inclement weather is not a valid reason for extension of time. This amounts to an assessment of $1,000.

This matter will be on the agenda for your consideration at the October 19 meeting.

Very truly yours,

R. L. Porter
State Highway Engineer

cc Floyd Query
Tom Edwards
F. B. Klaboe
A. E. Johnson
Victor D. Wolfe
I. D. Marchant
F. D. Morgan
V. E. Skoog
H. S. Coulter

CAC:eg fu

RECEIVED
SEP 3 - 1971

FOR FILING
31-1120
7440

September 2, 1971

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

On August 27, 1971, we wrote to you concerning release of final payment on Contract No. 7440 awarded to Hamm Construction Company, Inc., for work on the Willow Creek Bridge Section of the Wallowa Lake Highway in Union County.

Final payment on this contract is $8,160.06 and the total contract amount is $125,297.67, including $2,795.15 for work performed under force account.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl

cc Hamm Construction Co., Inc.
P. O. Box 395
Redmond, Oregon 97756

bc F. D. Morgan
I. D. Marchant
H. S. Gunlor
V. E. Skoog
Attn: John Kerr

RECEIVED
AUG 27 1971
FOR FILING

31-1120

7440

August 26, 1971

Oregon State Highway Commission

Gentlemen:

Work was completed April 23, 1971 on Contract No. 7440. The contract was with Mann Construction Company and was for grading, paving and structure on the Willow Creek Bridge Section of the Wallowa Lake Highway in Union County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective August 26, 1971 and that you concur in this procedure at the Commission meeting on September 7, 1971.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Floyd Query
Tom Edwards
A. E. Johnson
V. D. Wolfe
F. D. Morgan
I. D. Merchant
V. E. Skoog
L. H. Young
H. S. Coulter

VG:fw

31-1120
7440

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Willow Creek Bridge		WEEK ENDING: August 14, 1971
		SECTION PREFIX: 31 - 1120
HIGHWAY: Wallowa Lake		COUNTY: Union
NAME OF JOB: Willow Creek Bridge	KIND OF WORK: Grading, Paving, & Structure	
CONTRACTOR: Mann Construction Co., Inc.	CONTRACT NUMBER: 7440	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: July 31, 1970	DATE WORK STARTED: August 19, 1970	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS: 120	WORK DAYS USED: 135
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED: 135
PROJECT AUTHORIZATION: $148,879.99	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 112.5%
EXCLUSIVE OF ENGINEERING: $131,171.80	ENGINEERING AUTHORIZATION: $11,805.46	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $131,171.80	ENGINEERING COST TO DATE: $10,000.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 92%
ESTIMATED PERCENT: OVERRUN / UNDERRUN: 0 %	PERCENT OF AUTHORIZATION: 85 %	DATE PROJECT WAS COMPLETED: July 30, 1971

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100		100	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.06	0.06			0.09
MILES PARTIALLY COMPLETED					
MILES COMPLETED	0.06	0.06			0.09
TOTAL ESTIMATED QUANTITIES (CONTRACT)	2980	560			290 tons
TOTAL QUANTITIES CORRECTED TO DATE	2985	387			344 tons
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	2985	387			344 tons
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

none

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	836A							
PERCENT	100							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 8	Clear & Hot	0		
MONDAY 9	Clear & Hot	0		
TUESDAY 10	Clear & Hot	0		
WEDNESDAY 11	Clear & Hot	0		
THURSDAY 12	Clear & Hot	0		
FRIDAY 13	Clear & Hot	0		
SATURDAY 7	Clear & Hot	0		

Routing
Morgan
Docker
Bond
Wullar
Buchtel
Johnson
Pease
Swan
Glenn
Lichfield
Gallagher
Stein

RECEIVED
AUG 18 1971
CONSTRUCTION DIVISION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 8	No activity.
MONDAY 9	No activity.
TUESDAY 10	No activity.
WEDNESDAY 11	No activity.
THURSDAY 12	No activity.
FRIDAY 13	No activity. Submitted "Semi-final" estimate and Final Records to Region office.
SATURDAY 7	No activity.

REMARKS

Semi-final estimate and final records submitted to Region on 8/13/71.
This is final weekly report.

SIGNED Joseph A. Schlieski LOCATION La Grande

Joseph A. Schlieski

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

RECEIVED
MAR 25 1971

FOR FILING

31-1120
7440

files

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 3, 1971

RAILROAD COMPANIES
FILE No. 701

To: Mr. Floyd Query
Secretary
State Highway Commission
BUILDING

SUBJECT: R/W File No. 44433
Construction Agreement
Union Pacific Railroad
Willow Creek Bridge Section
Wallowa Lake Highway
Union County
Contract No. 7440

Attached you will find one copy of the subject agreement.

The State's original fully executed counterpart has been handed to Velda DeGuire in Mr. Saling's office for processing, after which it will be forwarded to your office for your permanent records.

Distribution of conformed copies has been made as indicated below.

T. W. Litchfield
Railroad and Utility Engineer

TWL:dl
cc: F. B. Klaboe
F. D. Morgan
I. D. Merchant
V. E. Skoog
E. F. Saling
J. L. Sollis
H. S. Coulter
H. W. Woodward
F. M. Fillmore

** Note to H. W. Woodward: Please forward this to the District Engineer when project is completed.

3-9-71
noted in agree
book
fran

NOTED
FLOYD QUERY

RECEIVED
AUG 5 - 1970
FOR FILE

31-1120
7440

August 4, 1970

Oregon State Highway Commission

Gentlemen:

There will be on the agenda for the August 18 meeting an agreement with the Union Pacific Railroad Company providing for the construction of the Willow Creek Bridge Section of the Wallowa Lake Highway in Union County.

This is the standard form of agreement with Union Pacific which grants to the State an easement on which to construct the highway (for a consideration of $100), requires the State to take the usual precautions to avoid damage to Railroad property, requires the contractor to provide the usual insurance coverage, and requires the State to reimburse the Railroad for any expenses it may incur as a result of this project. The Railroad does not anticipate any work by Railroad forces for which it will be reimbursed.

We recommend your approval.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Floyd Query
Tom Edwards
A. E. Johnson
Victor D. Wolfe
F. D. Morgan (Attn: T. W. Litchfield)
V. E. Skoog
Jack Sollis
L. H. Young
H. S. Coulter

TWL:ss sr

RECEIVED
AUG 26 1970
FOR FILING

MANN CONSTRUCTION CO., INC. | GENERAL CONTRACTORS

P. O. BOX 595 • REDMOND, OREGON 97756
NORTH CITY LIMITS
PHONE (503) 548-2731

8-25-70 to Opt Coastal Area Mgr

31-1120
7440

August 21, 1970

Re: Willow Creek Bridge Project
Contract #7440

Oregon State Highway Department
Salem, Oregon

Attention: A. E. Johnson, Assistant Highway Engineer

Gentlemen:

As a follow-up to my telephone discussion with Mr. Johnson yesterday, I am enclosing three letters from those who may have a possible interest in the proposed bypass across Willow Creek. The owner of the adjacent land, Mr. Doyle Eisiminger, the Oregon State Game Commission and the United States Department of Agriculture, Soil Conservation Service, have given us their assurances that they have no objection to this crossing.

Our past experiences in establishing one-way traffic for several months while the bridge is under construction has proven this method an extremely hazardous one. Construction of this bypass will greatly eliminate this hazard and permit two-way traffic. Although we do not expect any appreciable dollar saving by the use of this bypass, we are certain it will eliminate much grief and provide a smooth flow of traffic and is therefore in the overall best interests of the job and to all concerned, particularly in view of the heavy traffic expected during hunting season in this area.

I contacted the State Engineer's office and was assured that their office would have no objection to the construction of this bypass. They also advised that no permit would be needed from their office until such time as the land owner, Mr. Eisiminger, elected to obstruct the stream flow by gateing off the culvert.

Willow Creek is a very slow moving stream - in fact, it is more of a slough than a stream. During high water, the Grande Ronde backs up Willow Creek causing a pool over the present ground. Therefore, there is no danger of this bypass structure washing out and releasing any head of water.

I am honestly and genuinely interested in completing the job with as few risks to the public as possible and would greatly appreciate the consent of your office to provide the bypass in lieu of the method called for under Bid Item #1. Of course, this would also save the State the cost of providing the traffic lights for one-way traffic

8-24-70 - Talked to Mr Dick Mann this afternoon - Told him our legal Dept advised we should have (1) Adequate Ins protection & (2) An agreement with Contr etc approved by Commission. I told him this would require considerable time and felt he should proceed as per bid plans. AEJ.

and their portion of the necessary flagmen.

We are extremely anxious to get started on this project and therefore if there are any factors that are still not clear to you, I would appreciate a few minutes of your time Monday afternoon, August 24, to discuss this matter with you. I will call on the telephone Monday before noon and hope you will have had time to review the matter by then.

Sincerely,

MANN CONSTRUCTION CO., INC.

Richard Mann

Richard Mann, President

RM/gm
Encls.

cc: Mr. Doyle Eisiminger
Mr. Wade Johnson

RECEIVED
AUG 24 1970
OFFICE OF
STATE HIGHWAY ENGINEER

UNITED STATES DEPARTMENT OF AGRICULTURE
SOIL CONSERVATION SERVICE
P.O. Box 608
La Grande, Oregon 97850

August 21, 1970

Mann Construction Company
P.O. Box 595
Redmond, Oregon

Dear Sirs:

It has been called to my attention that some questions have been brought up concerning a proposed irrigation check structure near a bridge north of Imbler, Oregon on Highway 82.

This structure will be installed in Willow Creek west of the highway bridge and will be no higher than the present ground level. It's purpose will be to check the water up so the farmer can pump from the creek for irrigation. The structure itself will have removable flash boards which will be removed after the irrigation season.

The creek at this point, during the irrigation season, has enough water to supply the demanded water rights, however, the depth must be built up for the pump intake. There will be no storage facilities in this system.

The creek during high water becomes a flood plain. Slack water is evident most of the time and during high water time most of the surrounding areas is slightly flooded.

If you have any additional questions, feel free to contact us.

Sincerely,

Eugene F. Wright
Engineering Technician

F-2[illegible] REV. 8-1-68

MEMO

OREGON STATE GAME COMMISSION

To: Mr. Wade Johnson, Mann Construction Company **Date:** August 20, 1970

From: Duane West, District Fishery Biologist

Subject: Willow Creek Bridge By-Pass

After discussing the by-pass situation with you I cannot see where there will be any detrimental effects on the stream or fish. I would suggest, however, that you take all precautions necessary to keep the siltation due to your work at a minimum.

August 20, 1970

Mann Construction Co. Inc.
Box 595
Redmond, Oregon 97756

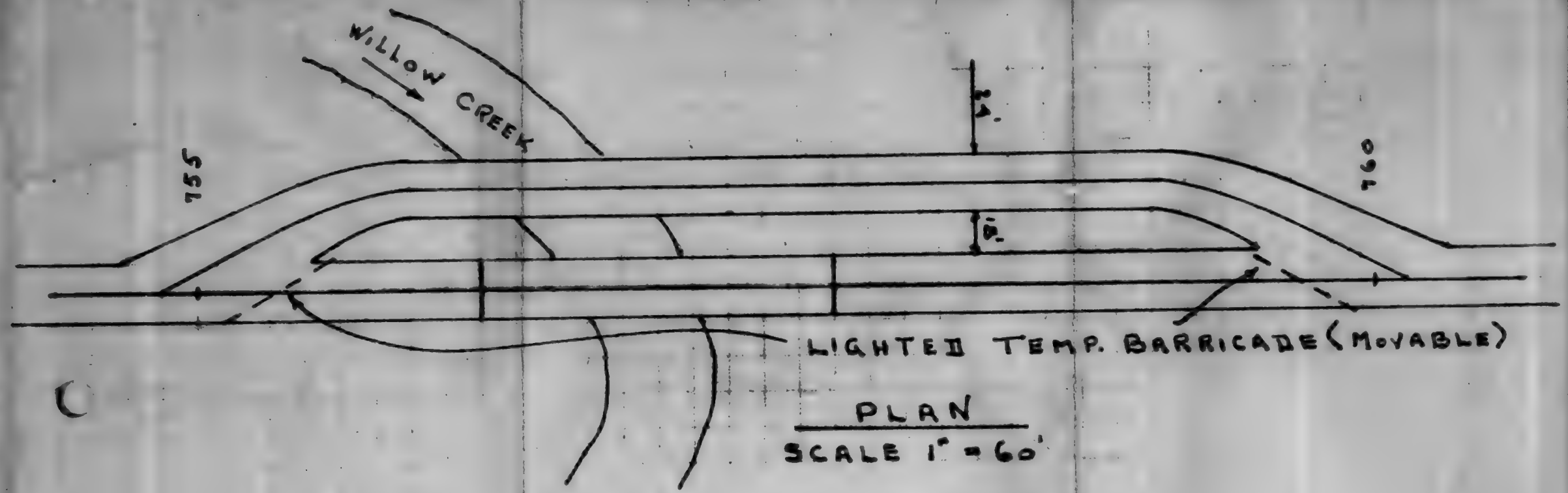
Gentlemen:

I hereby authorize you to construct a temporary earth fill road crossing on my property, upstream from the new Willow Creek Bridge. I understand the crossing will be constructed per sketch attached and will not be over six feet high from stream bed, and will have a three foot diameter culvert which is adequate to handle the stream flow.

I agree to hold Mann Construction Co. Inc., Richard Mann personally, the Oregon State Highway Department, harmless from any liability which I may incurr because of this crossing. I will make no charge whatsoever for this easement, with the understanding the crossing will be left in place for a possible future use by me for flood control from the backwater of the Grande Ronde River which occurs during the spring runoff. I further agree to not obstruct the stream flow without first obtaining a permit as required from the State Engineers Office.

Doyle Eseiminger

Doyle Eiseminger



PROPOSED DETOUR
WILLOW CR. BRIDGE

MANN CONST. CO.

Johnson

[illegible] AUG 20 1970
FORM E-30-X (12-67)
FOR FILE

31-1120
7440

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 19, 1970

To: H. S. Coulter
Regional Engineer
P.O. Box 850
LaGrande, Oregon 97850

SUBJECT: Willow Creek-Wallowa Lake Hwy.
Union County
Contract No. 7440

Please refer to your letter of August 14 enclosing a letter from the Mann Construction Company, Inc., the prime contractor for the Willow Creek Bridge project.

The proposal to construct a dam across Willow Creek on private property which would serve as a detour during the reconstruction of the Willow Creek Bridge has been discussed and would be acceptable to the state under certain conditions, the conditions being that the state must be furnished written approval of the property owner for the proposed construction; that the written approval of the Union Pacific Railroad must be obtained; that the written approval of the State Engineer to construct a dam across Willow Creek be obtained; and that the written approval of the State Game Commission for the revised method of construction be obtained.

I am enclosing a letter from the Game Commission dated June 5 relating to the approval of the plans for the Willow Creek reconstruction as contemplated by the contract drawings.

A further requirement is that the Mann Construction Company, Inc., and the property owner must execute a letter agreement holding the state harmless from any condition or occurrence, of any nature whatsoever, due to the existence of the dam. It is understood that if this change in construction procedure is made, it shall be at no additional cost to the state.

Until the above conditions are met, the Highway Division cannot permit the change from the construction procedure set up in the contract to the procedure proposed by the Mann Construction Company, Inc., in their letter of August 13.

Ivan D. Merchant
Bridge Engineer

NOTED
A. E. JOHNSON

IDM:ew
Enc.

cc: A. E. Johnson

8-20-70. Talked to Mr Bob Mann + outlined above to him. Suggested he call State Engr to determine his requirements and what State Engr would require re U.P.R.R. (Mr Chris Wheeler)

RECEIVED
AUG 19 1970
OFFICE OF
STATE HIGHWAY ENGINEER

GAME COMMISSION

OFFICE OF THE DIRECTOR

P.O. BOX 3503 • 1634 S.W. ALDER ST. • PORTLAND, OREGON • 97208 • Ph. 222-9611

TOM McCALL
GOVERNOR

COMMISSIONERS
GEORGE L. HIBBARD, Chairman
JOHN P. AMACHER, Vice Chairman
J. PAT METKE, Member
JOSEPH W. SMITH, Member
JAMES W. WHITTAKER, Member

JOHN W. McKEAN
State Game Director

Routing 836A

Berbee — Trout
Hall — Willis
A. Olson — Hackleman
Sample — Scott
Terpin — R. Olson
Swenson — Carstenson

RECEIVED
JUN 9 1970
DESIGN DIVISION

NOTED
GARDNER

June 5, 1970

cc's sent 6-9-70

F. B. Klaboe
L. H. Young
W. J. Hart (3)
C. G. Swenson
W. H. Tebeau
F. E. Terpin (3)
R. D. Asburry (4)
H. S. Coulter (2)

State Highway Engineer
Highway Building
Salem, Oregon 97310

Attention Mr. Frank L. Hall

Dear Sir:

We are replying to your letter of June 1, 1970, which referred to the project plans for the following construction.

1. Yaquina Bay Bridge, Painting
   Oregon Coast Highway, Lincoln County

2. Willow Creek Bridge Section
   Wallowa Lake Highway, Union County

3. Champoeg State Park
   Overnight Camp Area, Marion County

A review of these plans indicates that there will be no conflict with wildlife resources, so they are approved.

Construction on the Willow Creek Bridge Section, which would produce siltation, should be completed prior to September 15, as there is an extensive sport-fishery in the Grande Ronde River below the project in the fall.

The opportunity to comment is appreciated.

RECEIVED
JUN 9 1970
BRIDGE DIVISION

Very truly yours,

R. O. Koski

R. O. Koski
Fishery Staff Specialist

RECEIVED
JUN 9 1970
OFFICE OF
ENGINEER

NOTED
W. J. HART

ROK:js

cc: Dir. OFC, Wm. Brown

AUG 3 - 1970

FOR FILING

31-1120
7440

July 31, 1970

Mann Construction Co., Inc.
P. O. Box 595
Redmond, Oregon 97756

Gentlemen:

The State Highway Commission today awarded to you State Highway Contract No. 7440 in the amount of $136,071.80 on the Willow Creek Bridge of the Wallowa Lake Highway in Union County.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Floyd Omery, Secretary
OREGON STATE HIGHWAY COMMISSION

fm

be Frank Morgan
D. J. Barbee
I. D. Merchant
Wm. Gelbel (SAIF)
M. S. Coulter
Harry Woodward

RECEIVED
JUN 16 1970
FOR FILING

81.1120
7440

JUN -2 1970
RECEIVED
FISH COMMISSION

Director
Asst. Director
Fiscal Officer
Spec. Asst.
Auditor
Licenses
Fish Culture
Engineering
Personnel
Surname

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

June 1, 1970

Mr. Robert W. Schoning
State Fisheries Director
Fish Commission of Oregon
307 State Office Building
Portland, Oregon 97201

Attention: Mr. Burt Carnegie

Dear Sir:

To comply with Modification No. 1 dated May 19, 1965 of our Memorandum of Understanding dated September 12, 1963, herewith the following preliminary plan sheets on projects scheduled for contract letting July 23, 1970:

No problems anticipated

Yaquina Bay Bridge, Painting
Oregon Coast Highway, Lincoln County

Willow Creek Bridge Section
Wallowa Lake Highway, Union County

water quality & passage

Champoeg State Park
Overnight Camp Area, Marion County

No problems anticipated

cc's sent 6-9-70

F. B. Klaboe
L. H. Young
W. J. Hart (3)
C. G. Swenson
W.H. Tebeau
F. E. Terpin (3)
R. D. Asburry (4)
H. S. Coulter (2)

Your special attention and recommendations will be appreciated.

S.H.R. 6-5-70
Dear Frank,
Fish passage & water quality should be maintained on Willow Cr. Bridge section. No conflicts anticipated at other jobs.
BURT

Very truly yours,

Forrest Cooper
State Highway Engineer

By
Frank L. Hall
Assistant Design Engineer

Attach.

RECEIVED
JUN 3 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 8 1970
DESIGN
DIVISION

Hall
A. Olson
Samples
Terpin
Trout
Willis
Hedlesman
Scott
R. Olson
Gerstenkorn

RECEIVED
APR 20 1970
FOR FILING
FORM E-80-X (12-67)

31-1120
1440

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 17, 1970

SUBJECT: Willow Cr. Br. Reconstruction
Janson Rd.-Rhinehart Section
Union County
Bridge No. 836A

To:

Mr. H. S. Coulter
Division Engineer

L A G R A N D E

The reconstruction of the existing Willow Creek Bridge is to be done at the earliest possible time. It has been decided to build a bridge consisting of three 50-foot prestressed slab spans on prestressed concrete piling with a 36-foot roadway.

The question of handling traffic during construction has been discussed in this office and we believe that there are two possible methods. One, build the new structure in stage construction by cutting the existing structure longitudinally and handling one-way traffic with state-installed traffic signals. Two, detour traffic by means of county roads around the structure site.

County maps indicate a county road running due north out of Imbler thence easterly back to the Wallowa Highway north of the proposed structure. It would be necessary to have the County's concurrence in the use of this road as a detour and there would probably be additional signing in the rerouting of traffic over this route.

Will you please give us your recommendation as to the method of construction to be used in this replacement.

It is ourbbelief that a cleaner and better job can be obtained by the rerouting of traffic over the county roads inasmuch as the new fill could be put in, compacted, and the structure built with no interference from traffic and in a considerably shorter length of time.

NOTED
TOM EDWARDS

Ivan D. Marchant
Bridge Engineer

IDM:DH

cc Tom Edwards

RECEIVED
APR 20 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 15 1970
FOR FILING

3121120
7440

Salem, Oregon
April 14, 1970

Mr. Lee Wallace
Chief Design Engineer
Bridge Department

BUILDING

I return approved the plans for the Willow Creek Bridge on the Jansen Road-Rhinehart section of the Wallowa Lake Highway in Union County.

Quite obviously from the hydraulic reports, the existing structure is longer than necessary. Cost estimates should be made to justify the shortening to 100 feet clear opening, or approximately 150 feet abutment to abutment.

The structure can be replaced by stage construction without undue disruption of traffic if it is reconstructed to its present length.

If a plan can be developed to shorten the bridge, not disrupt traffic unduly, and complete the project at a savings, you may then reduce the bridge length.

Tom Edwards
Assistant State Highway Engineer

TE:sr

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe

Att.

RECEIVED
MAR 23 1970
FOR FILING
31-1120
7440

March 20, 1970

Oregon State Highway Commission

Gentlemen:

The Willow Creek Bridge at M.P. 14.8 on the Wallowa Lake Highway is in bad condition and should be replaced. The estimate for this replacement project is $210,500.

It is recommended that the job be approved and added to the current State Construction Program for contract letting sometime this coming summer.

This matter will be on the agenda for your consideration at the April 21 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
V. E. Skoog
E. S. Hunter
L. H. Young
D. J. Bazbee
H. S. Coulter

FBK:srb sr

FORM E-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 17, 1970

To:

Mr. F. B. Klaboe
Assistant State Highway Engineer
Building

SUBJECT: Willow Creek Bridge
Wallowa Lake Highway
Union County
Additional to Assignment 3275

The Reconnaissance Section estimate for approaches to a proposed new 44-foot wide bridge at Willow Creek, M.P. 14.8 on the Wallowa Lake Highway, is $60,000. The length of the section is one-quarter mile.

The 'package' estimate is:

Grade and Pave Approaches	-	$ 60,000
Structures	- -	150,000
Right of Way	- -	500
Total Cost of Improvement	-	$210,500

D. J. Barbee
Design Engineer

By W. N. Hackleman

W. N. Hackleman
Assistant Chief Locating Engineer

WNH:jp

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MAR 17 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 10 1970
FOR FILING

031-4120
7440

Salem, Oregon
March 10, 1970

Mr. F. B. Klaboe
Assistant State Highway Engineer

FBK Assignment 3275
Willow Creek Bridge
Wallowa Lake Highway

BUILDING

3275

The estimated structure cost for reconstructing and widening the Willow Creek Bridge (M.P. 14.8) to 44 feet is $150,000. This bridge is located on a tangent parallel to a U.P.R.R. track and widening will be required on the left side away from the track. This may necessitate minor realignment of approaches and shoulder work. The estimate of $150,000 is for structure work only.

L. H. Young
Program and Planning Engineer

BLS:ls

cc: I. D. Merchant

34-1127 Tenth Ave. at Walnut St. 1970
(Hillsboro) Section
#7441 (Traffic signals)

OIA 3941

RECEIVED
MAY 25 1971
FOR FILING

34-1127
7441

May 25, 1971

American Insurance Company
921 S. W. Washington Street
Portland, Oregon 97205

Attention: Fidelity & Surety
Department

Gentlemen:

On May 20, 1971, we wrote to you concerning release of final payment on Contract No. 7441 awarded to Hudson & Stokes Electrical Contractors for a traffic signal installation on 10th Avenue at Walnut Street in Hillsboro of the Tualatin Valley Highway in Washington County.

Final payment on this contract is $598.01 and the total contract amount is $6,577, including $104 for work performed under force account.

Very truly yours,

Floyd Omary, Secretary
OREGON STATE HIGHWAY COMMISSION

kl

cc Hudson & Stokes Electrical Contractors
P. O. Box 280
Roseburg, Oregon 97470

Douglas Small Agency
P. O. Box 730
Roseburg, Oregon 97470

bc F. D. Morgan
I. D. Merchant
L. W. Bullen
V. E. Skoog
Attn: John Kerr

RECEIVED
MAY 20 1971
FOR FILING

34-1127

7441

May 18, 1971

Oregon State Highway Commission

Gentlemen:

Work was completed April 7, 1971 on Contract No. 7441. The contract was with Madsen & Stokes Electrical Contractors and was for a traffic signal installation on the 10th Avenue at Walnut Street (Hillsboro) Section of the Tualatin Valley Highway in Washington County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective May 18, 1971 and that you concur in this procedure at the Commission meeting on June 22, 1971.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Floyd Query
Tom Edwards
A. E. Johnson
V. D. Wolfe
F. D. Morgan
I. D. Merchant
V. E. Skoog
L. H. Young
L. W. Rullen

VG:fw

34-1127 7441

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: 10TH AVE AT WALNUT ST (HILLSBORO)		WEEK ENDING: APRIL 17, 1971
		SECTION PREFIX: 34-1127
HIGHWAY: TUALATIN VALLEY		COUNTY: WASHINGTON
NAME OF JOB: 10TH AVE AT WALNUT, (HILLSBORO)	KIND OF WORK: TRAFFIC SIGNAL INSTALLATION	
CONTRACTOR: MADSON & STOKES ELECT. CONTR.	CONTRACT NUMBER: 7441	FEDERAL AID PROJECT NUMBER: STATE
DATE OF CONTRACT: AUGUST 3, 1970	DATE WORK STARTED: DECEMBER 23, 1970	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 2 SUPERVISION: 1	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS: 180	CALENDAR DAYS USED: 229
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 127%
PROJECT AUTHORIZATION: $ 9,094.73		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%
EXCLUSIVE OF ENGINEERING: $ 8,300.43	ENGINEERING AUTHORIZATION: $ 794.30	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 8,300.43	ENGINEERING COST TO DATE: $ 476.58	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100%
ESTIMATED PERCENT: OVERRUN / UNDERRUN: 0 %	PERCENT OF AUTHORIZATION: 60 %	DATE PROJECT WAS COMPLETED: APRIL 15, 1971; SEMI-FINAL TO BE SUBMITTED BY MAY 10

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
			GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT							
MILES PARTIALLY COMPLETED							
MILES COMPLETED							
TOTAL ESTIMATED QUANTITIES (CONTRACT)							
TOTAL QUANTITIES CORRECTED TO DATE							
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE							
AVERAGE DAILY QUANTITIES							
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME							
NUMBER OF SHIFTS PER DAY							
HOURS PER SHIFT							

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	SIGNALS							
PERCENT	100%							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 4-11	CLOUDY SHRS	0		
MONDAY 4-12	HAZY WINDY	0		
TUESDAY 4-13	CLEAR WINDY	0		
WEDNESDAY 4-14	PTLY CLDY WINDY	0		
THURSDAY 4-15	CLOUDY WINDY	0		
FRIDAY 4-16	CLOUDY RAIN	0		
SATURDAY 4-17		0		

Routing
Morgan — Peaso
Decker — Swan
Bond — Glenn
Walker — Litchfield
Boehme — Gallagher
Johnsen — Stein

RECEIVED
APR 19 1971
CONSTRUCTION DIVISION

DEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 4-11	No activity
MONDAY 4-12	No activity
TUESDAY 4-13	No activity
WEDNESDAY 4-14	No activity
THURSDAY 4-15	Contractor sealed joints along conduit trenches, using hot asphalt and sand. Project complete.
FRIDAY 4-16	No activity
SATURDAY 4-17	No activity

REMARKS

Project complete, signals in operation.

Semi-final will be submitted by May 10, 1971.

SIGNED Donald E. Waterbuth for E. Rodriguez LOCATION Beaverton

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP*F216

RECEIVED
SEP 29 1970

34-1127
7441

August 11, 1970

Madson & Stokes Electrical Contr.
P. O. Box 280
Roseburg, Oregon 97470

Gentlemen:

The State Highway Commission on July 31 accepted your proposal for a traffic signal installation on 10th Avenue at Walnut Street in the City of Hillsboro on the Tualatin Valley Highway in Washington County for the sum of $7,943 and referred it to the State Highway Engineer with authority to award the contract as soon as approval of the City of Hillsboro in received and the sum of $4,550 is deposited by the City.

Those conditions were fulfilled and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 7441.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin August 22, 1970.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cr
Enclosures
bc: Pacific Builder & Engr., Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle, Wn., & Portland, Ore.
F. D. Morgan
I. D. Merchant
L. W. Rulien
Enrique Rodriquez
William Geibel (SAIF)

RECEIVED
JUN 5 - 1970
FOR FILING

34-1127
7441

H ϕ
H-21-70

April 22, 1970

8323

City of Hillsboro
City Hall
Hillsboro, Oregon 97123

Attention: J. W. Barney
City Manager

MISC. CONTRACTS and AGREEMENTS No. 7441

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering traffic signals at the intersection of 10th and Walnut Streets on the Tualatin Valley Highway.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm
Att.

cc F. B. Crandall
(conf. agreement attached)

RECEIVED
MAR 30 1970
FOR FILING

34-1127
7-4-641

March 30, 1970

Oregon State Highway Commission

Gentlemen:

An agreement has been executed with the City of Hillsboro for the installation of pre-timed traffic signals at the intersection of 10th and Walnut Streets on the Tualatin Valley Highway in that city.

This agreement provides that the State shall do the work on the project with the City agreeing to pay one-half the cost, maintain the installation and pay for electrical energy. The total estimated cost of this installation is $10,000; the State's share to be taken from State Construction Funds.

Your approval of the agreement and authority for the Secretary to sign is recommended.

This matter will be on the agenda for your consideration at the April 21 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
Tom Edwards
Victor D. Wolfe
F. B. Crandall
E. S. Hunter
H. S. Cox
J. J. Gix
L. W. Rulien

LEG:njc sr

FORM E-20-X (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97232

February 10, 1970

To: Mr. L. W. Rulien
Division Engineer
B U I L D I N G

SUBJECT: Traffic Signal Investigation
Tualatin Valley Highway
10th St. @ Walnut St.
ORE 8 - Hwy. No. 29
M.P. 12.36

A traffic signal investigation has been made at the subject intersection in response to a letter dated January 9, 1970 from Mr. J. W. Barney, City Manager, Hillsboro, requesting a traffic signal.

The attached sketch map shows the existing physical conditions at the subject intersection. There are two shopping center type facilities on the east side of 10th Street which generate a great deal of traffic. The posted speed changes from 35 to 30 MPH at this intersection. The prevailing speed is estimated to be near 30 MPH on an 85% speed. The sight distance is good for vehicles entering from Walnut Street.

The attached 16-hour turning movement count, as factored to 24 hours, taken January 26 and 29, 1970, shows 16,412 vehicles (92%) entering from the north and south and 1,474 vehicles (8%) entering from the east and west. Most of the traffic from the side street is making right turns. There is a moderate left turn movement from the main stream of traffic on 10th Street. It was noted from the pedestrian count that 26 school students and 27 adults crossed ORE 8. The attached traffic signal warrant comparison sheet shows that the interruption of continuous traffic warrants is not based on the 70% warrant for cities of 10,000 and less population. This city is near the 10,000 limit.

The attached collision diagram shows the 26 reported accidents from January 1, 1964 through December 31, 1968 plus 4 months of 1969. There were 6 angle, 6 rear end, and 13 turning movement type accidents. There were two accidents within the last 12 months of study period preventable by the installation of a traffic signal. The left turning accidents and rear end accidents on 10th Street, which make up 16 of those reported, would not have been helped by a traffic signal installation.

There are existing pre-timed signals at Maple Street and Oak Street on 10th Street which have a 23 MPH progressive speed on a 55 second signal cycle. The attached progression diagram shows the Walnut Street intersection and how it will fit in with the existing progression. As it may be seen, it fits quite nicely. Mr. Barney feels that this intersection will get a great deal more use if signalized.

It is recommended that signalization be undertaken if the city is willing to participate on a 50-50 basis in the estimated cost of $10,000 and maintain and pay the power consumption. This traffic signal should be a pre-timed controller with interconnect with the Maple and Oak Street system.

ORIGINAL SIGNED BY
R. W. FAILMEZGER
Ronald W. Failmezger
Division Traffic Engineer

RWF/nah

Encls.

cc: F. B. Crandall (2)
B. P. Huntley

OREGON STATE HIGHWAY DIVISION

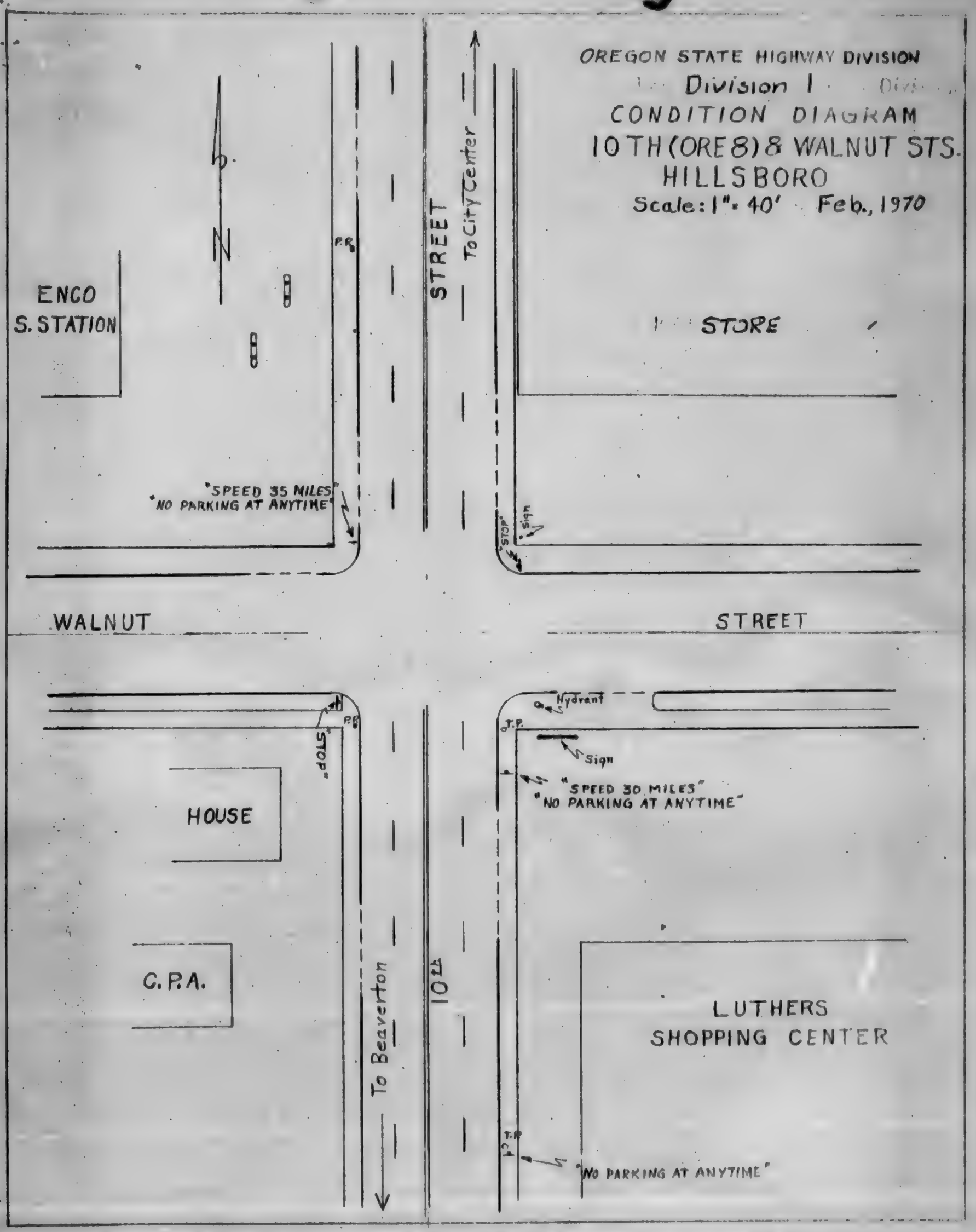
Division 1

CONDITION DIAGRAM

10TH (ORE 8) & WALNUT STS.

HILLSBORO

Scale: 1" = 40' Feb., 1970



Oregon State Highway Department
Traffic Engineering Division
Accident Analysis
COLLISION DIAGRAM

City of Hillsboro County Washington
Intersection of 10th St. and Walnut St.
Highway Number 29 (Ore 8) M.P. 12.36
Period Covered 1-1-64 to 8-31-69
Compiled by IBe Drawn by _____ Date 1-21-70

LEGEND

- Person Killed
- Pedestrian Killed
- Person Injured
- Pedestrian Injured
- Property Damage Only
- Collision – Rear-end
- Collision – Head-on
- Collision – Sideswipe

- Path of Pedestrian
- Path of Vehicle
- Path of Animal
- Vehicle Moving
- Vehicle Stopped
- Vehicle Backing
- Properly Parked
- Improperly Parked
- Vehicle Overturned
- Vehicle Skidded

Example:

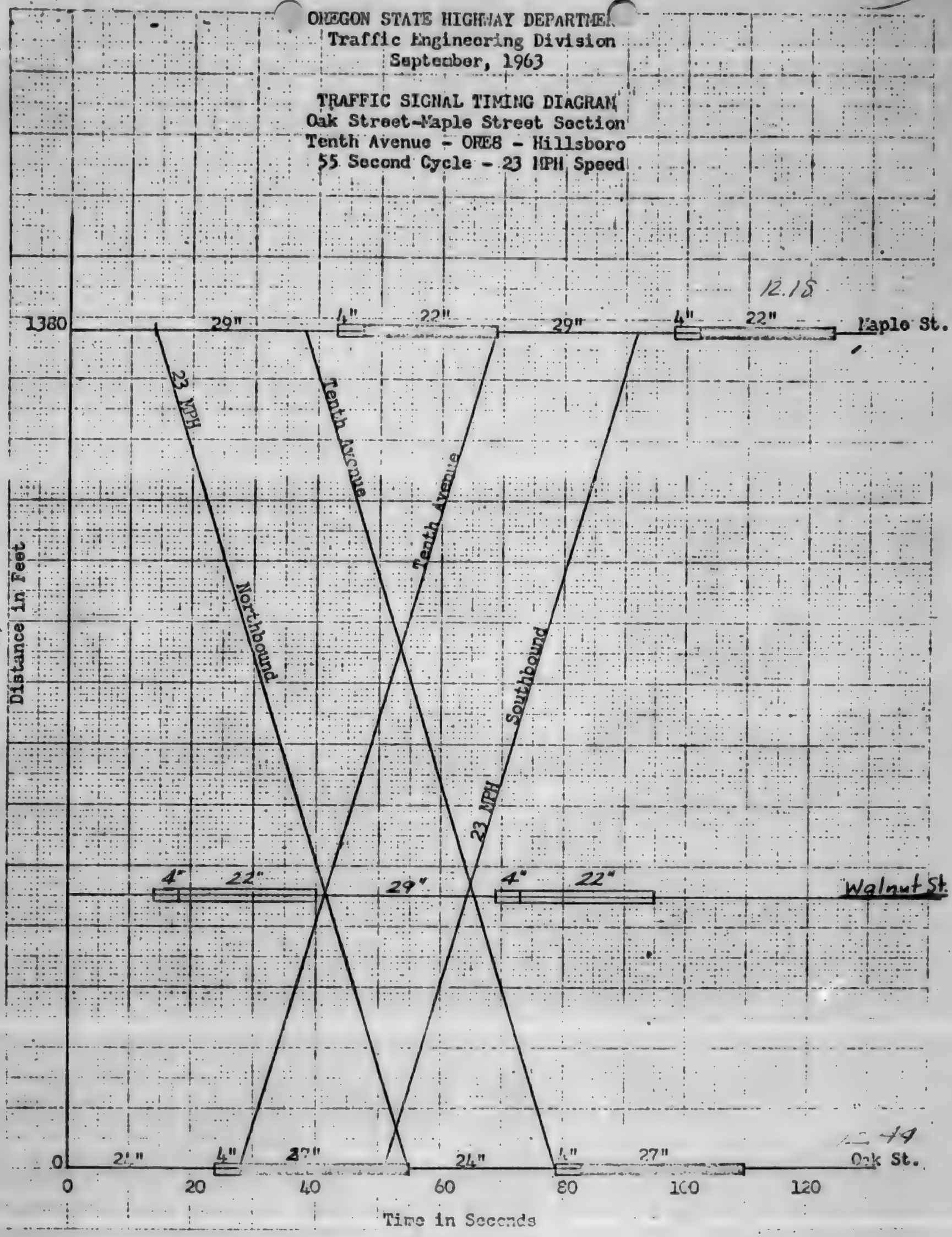
Collision – Sideswipe
June, 1941 - 5-6PM
Property Damage.
* - Stopped prior to LT
x - Disregarded control

Collision Type	1964-1965				1966-1967				1968				4 Mos. 1969				Total			
	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total
Angle			1	1			3	3		1	1	2						1	5	6
Head-on																				
Rear-end			1	1		1	1	2			2	2			1	1		1	5	6
Sideswipe																				
Turning Movement		1	2	3		3	2	5		1	4	5						5	8	13
Parking																				
Non-collision																				
Fixed Object																				
Pedestrian																				
Backing											1	1							1	1
Misc.																				
TOTAL		1	4	5		4	6	10		2	8	10			1	1		7	19	26

Form E-260 — 2M — 11-48

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
September, 1963

TRAFFIC SIGNAL TIMING DIAGRAM
Oak Street-Maple Street Section
Tenth Avenue - ORE8 - Hillsboro
55 Second Cycle - 23 MPH Speed



TRAFFIC SIGNAL WARRANT COMPARISON

OREGON STATE HIGHWAY DEPARTMENT
DIVISION I

City Hillsboro County Washington

Highway Name Tualatin Valley Intersecting Road Walnut Street

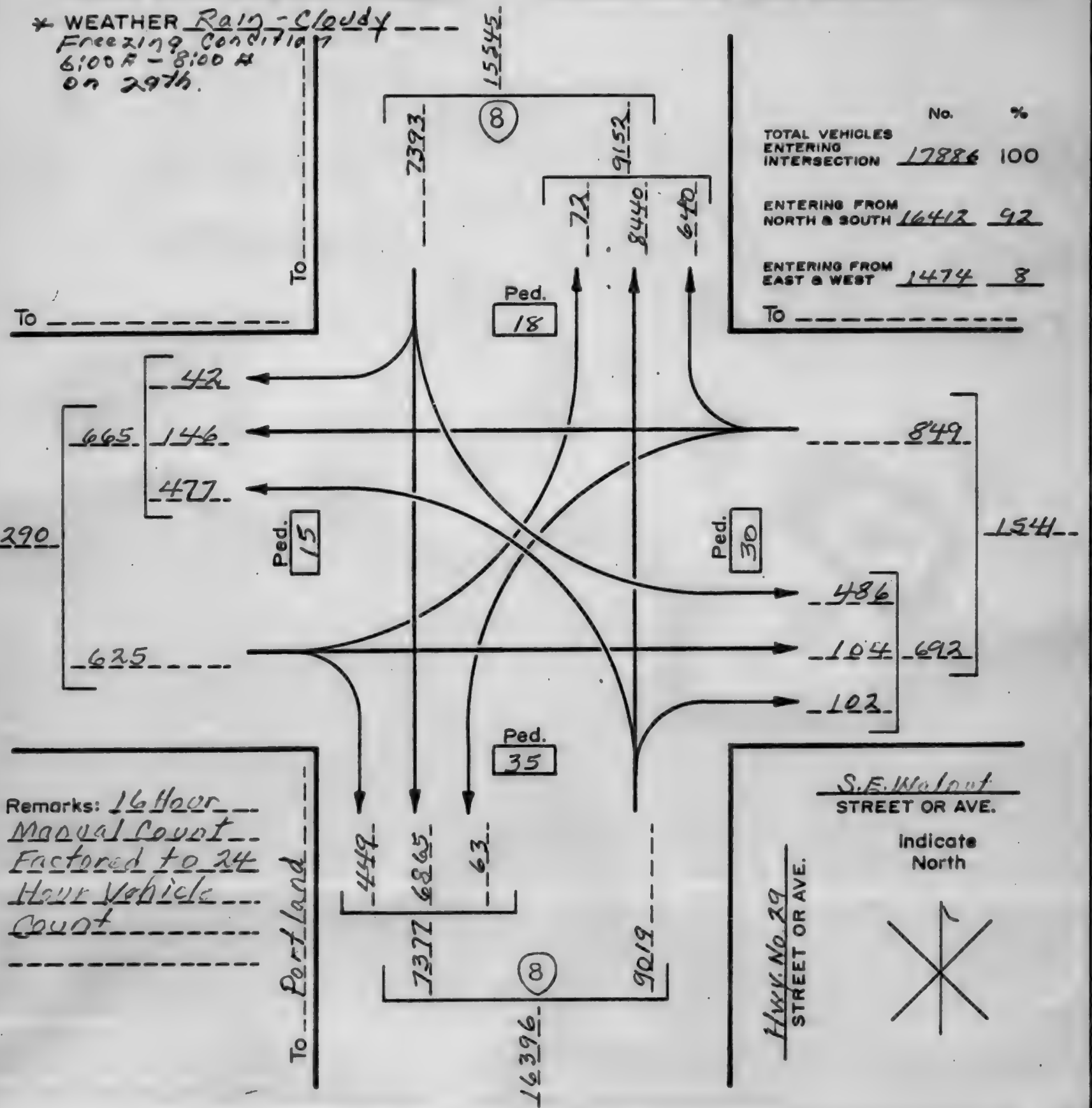
Route No. ORE 8 Highway No. 29 Mile Point 12.36

Item	Observed Conditions	Minimum Warrant	70%
Minimum Vehicular Volume Warrant:			
Average Hourly Volume on Major St.-Max. 8 hrs. (Total of both approaches)	1332	600	420
Average Hourly Minor Street Volume-Same 8 hrs. (Highest hourly volumes from either approach)	63	150	105
Interruption of Continuous Traffic Warrant:			
Average Hourly Volume on Major St.-Max. 8 hrs. (Total of both approaches)	1332	900	600
Average Hourly Minor Street Volumes-Same 8 hrs. (Highest hourly volumes from either approach)	63	75	53
Minimum Pedestrian Volume Warrant:			
Average Hourly Volume on Major St.-Max 8 hrs. (Total of both approaches)	1332	600	420
Average Hourly Ped. Volume Across Major St.-Same 8 hrs. (Highest volume crosswalk)	2	150	105
Accident Experience Warrent:			
Preventable accidents (Last 12 months)	2	5	

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
TWENTY-FOUR HOUR VEHICULAR VOLUME

DATE Jan. 26 & 29-1970
DAY OF WEEK Mon. & Thur.
ACTUAL COUNT (VEH.) 16 HRS.
HOURS COUNTED 6:00 A - 10:00 P.
PEDESTRIAN COUNT 16 HRS.
HOURS COUNTED 6:00 A - 10:00 P.
* WEATHER Rain - Cloudy
Freezing Condition 6:00 A - 8:00 A on 29th.

CITY OF Hillsboro
INTERSECTION OF Tualatin Valley Hwy. No 29
AND S.E. Walnut St.
STATION NO. MP-12.36
CODE NO.
CLASSIFICATION All Vehicles



	No.	%
TOTAL VEHICLES ENTERING INTERSECTION	17886	100
ENTERING FROM NORTH & SOUTH	16412	92
ENTERING FROM EAST & WEST	1474	8

To

Remarks: 16 Hour Manual Count Factored to 24 Hour Vehicle Count

12-55

Form E-46—256

OREGON STATE HIGHWAY COMMISSION
Traffic Engineering Division

SUMMARY OF TRAFFIC COUNT

Date Jan. 26 & 29-1970
Day of week Mon & Thur
Hours counted 6:00A - 10:00P
Weather Rain - Cloudy
Classification All Vehicles

	TIME	SUMMARY BY MOVEMENTS													From North and South	Per Cent of Total	From East and West	
		North to East	East to North	North to West	West to North	North to South	South to North	East to West	West to East	East to South	South to East	West to South	South to West	TOTAL				
A.M.	6:00- 7:00	9	12	1	1	381	128	12	—	1	2	23	29	599	550	92	49	
	7:00- 8:00	9	25	5	2	691	427	4	1	4	—	50	46	1264	1178	93	86	
	8:00- 9:00	13	19	2	1	350	491	3	2	5	2	21	39	948	897	95	51	
	9:00-10:00	12	25	—	1	323	441	5	1	4	6	16	13	847	795	94	52	
	10:00-11:00	24	25	2	4	380	428	4	3	4	7	23	15	919	856	93	63	
	11:00-12:00	29	38	3	6	419	411	5	6	4	7	29	25	982	894	91	88	
	12:00- 1:00	41	30	—	2	339	413	4	7	5	1	19	25	886	819	92	67	
P.M.	1:00- 2:00	30	39	5	1	421	513	4	6	4	13	24	18	1078	1000	93	78	
	2:00- 3:00	37	27	6	11	494	579	11	10	8	5	16	27	1231	1148	93	83	
	3:00- 4:00	44	49	1	7	497	825	10	16	6	12	50	52	1569	1431	91	138	
	4:00- 5:00	46	119	3	5	565	1113	13	7	5	17	34	46	1973	1790	91	183	
	5:00- 6:00	52	48	3	7	531	697	18	11	2	9	53	27	1458	1319	90	139	
	6:00- 7:00	27	41	1	6	277	388	16	4	3	7	11	26	807	726	90	81	
	7:00- 8:00	28	35	2	2	212	340	7	10	—	4	18	16	674	602	89	72	
	8:00- 9:00	23	16	2	5	166	239	6	2	1	—	11	9	480	439	91	41	
	9:00-10:00	18	34	2	4	195	240	11	8	1	1	10	21	545	477	88	68	
	10:00-11:00																	
	11:00-12:00																	
A.M.	12:00- 1:00																	
	1:00- 2:00																	
	2:00- 3:00																	
	3:00- 4:00																	
	4:00- 5:00																	
	5:00- 6:00																	
24-Hour total .		486	640	42	72	6865	8440	146	104	63	102	449	477	17886	16412	92	1474	
16-Hour total .		442	582	38	65	6241	7673	133	94	57	93	408	434	16260	14921	92	1339	
__-Hour total .																		
Control . . .																		
Factor . . .																		

Hwy No. 29 St. is North and South

S.E. Walnut St. is East and West

STATE PRINTING DEPT.

OREGON STATE HIGHWAY COMMISSION
Traffic Engineering Division

SUMMARY OF TRAFFIC COUNT

City of Hillsboro

Intersection Tualatin Valley Hwy. No. 29 & S.E. Walnut St.

Station number MP 12.36

Code number

Classification All Vehicles

Entering Volumes

East to South	South to East	West to South	South to West	TOTAL	From North and South	Per Cent of Total	From East and West	Per Cent of Total
1	2	23	29	599	550	92	49	8
4	–	50	46	1264	1178	93	86	7
5	2	21	39	948	897	95	51	5
4	6	16	13	847	795	94	52	6
4	7	23	15	919	856	93	63	7
4	7	29	25	982	894	91	88	9
5	1	19	25	886	819	92	67	8
4	13	24	18	1078	1000	93	78	7
8	5	16	27	1231	1148	93	83	7
6	12	50	52	1569	1431	91	138	9
5	17	34	46	1973	1790	91	183	9
2	9	53	27	1458	1319	90	139	10
3	7	11	26	807	726	90	81	10
–	4	18	16	674	602	89	72	11
1	–	11	9	480	439	91	41	9
1	1	10	21	545	477	88	68	12
63	102	449	477	17886	16412	92	1474	8
57	93	408	434	16260	14921	92	1339	8

SUMMARY BY LEGS			
North	East	West	South
391	25	24	159
705	33	53	473
365	27	24	532
335	34	18	460
406	33	30	450
451	47	41	443
380	39	28	439
456	47	31	544
537	46	37	611
542	65	73	889
614	137	46	1176
586	68	71	733
305	60	21	421
242	42	30	360
191	23	18	248
215	46	32	262
7393	849	625	9019
6244	772	567	8200

PEDESTRIANS USING CROSSWALKS							
North		East		West		South	
S	O	S	O	S	O	S	O
1	1	4		1		1	2
2	1			1		1	
			1			3	
	2		1		1		2
			4				1
			7		5		2
	6		6				
	1				1		1
		3			2		
2					1	2	
1		2	2	1	1	5	1
				1			
1						5	1
7	11	9	21	4	11	19	16

Tabulated by WWP

Computed by WWP

Checked by

Checked by

and South

and West

334-1717 North Plains (Commercial Ave.) 1970
Section (Grading & paving)
#7442

LA 3668

CHRON. COOR. DE AE UE
DPE CE DE DPE

SCA

February 12, 1971

Mrs. Alice Fields
City Recorder
City Hall
North Plains, Oregon

Dear Mrs. Fields:

Reference is made to your letter of February 8, 1971 regarding the survey costs on the Commercial Avenue Special City Allotment project.

You will recall revisions were made in the design section of the street and the length of the project was shortened because the bids submitted were higher than the City could finance. This would increase the engineering cost.

The charges to the City were determined from the payments made to the contractor; and a portion of the engineering charges, as set forth in the S.C.A. Regulations and Requirements sheet, is also included in the cost to the City.

Herewith are copies of the documents used for your outside billing.

If there are any questions, feel free to ask us about them.

Very truly yours,

H. S. Cox
County and City Engineer

By
Oscar H. Norberg

Oscar H. Norberg
Cities Engineer

OHN:mm

Encl.

SCA

CITY OF NORTH PLAINS

RECORDER'S OFFICE

NORTH PLAINS, OREGON

February 8, 1971

Oscar H. Norberg
Field Engineer
Oregon State Highway Dept.
State Highway Dept. Building
Salem, Oregon 97310

Dear Sir:

The North Plains City Council received your bill of $594.73 for the final bill for the special city allotment project on Commercial Avenue in the City of North Plains.

They would like to have you re-evaluate the survey costs that we have attributed to this project, and see if it would make any difference on the cost.

Thank you very much for your aid in this matter.

Very truly yours,

CITY OF NORTH PLAINS

Alice Fields

Alice Fields
Recorder-treasurer

AF

RECEIVED
COUNTY & CITY SECTION
FEB 12 1971
☐ ENGR. ☑ CCSK. ☐ DE ☐ AE ☑ UE
☐ RPE ☑ CE ☐ RE ☐ RPE ☐

Date 1-18-71

OREGON STATE HIGHWAY DEPARTMENT

ITEMIZED STATEMENT OF COSTS
SPECIAL CITY ALLOTMENT PROJECT

Program Year 1970

Contract # 7447 Prefix 334-1717 Survey Prefix 334-1441

Street Commercial Avenue

City North Plains

Payments to Contractor (see attached voucher)	$ 32,837.28
Engineering and Contingencies	2,876.25
Survey: Total $ 1804.20 Prorated Share	773.20
TOTAL	36,486.73
Agreed State Share	25,000.00
Agreed City Share	11,486.73
City Advance Deposit	10,892.00
Payment Due State	594.73

2 Copies Herr
1 " Hotteber
1 " CC File
1 " SCA File (Pencil Copy)

Reference: Outside Billing CC1246

Construction Costs over $25,000 = $\frac{10,713.53 \times 2577.46}{35,713.53}$ = 773.20

Construction Costs:

RU

RECEIVED
DEC 14 1970

324-171
7442

December 11, 1970

Wells-Sandstrom-Hunt Company
432 Failing Building
Portland, Oregon 97204

Gentlemen:

On December 7, 1970, we wrote to you concerning release of final payment on Contract No. 7442 awarded to Frady Construction Company for work on Commercial Avenue in North Plains in Washington County.

Final payment on this contract is $1,585.33 and the total contract amount is $31,837.38. No work was performed under force account.

Very truly yours,

Floyd Curry, Secretary
OREGON STATE HIGHWAY COMMISSION

fm

cc Frady Construction Co.
1437 S. W. 45th
Portland, Oregon 97214

Great American Insurance Co.
2030 Eighth Avenue
Seattle, Washington 98121

Frank Morgan
Ivan Merchant
V. L. Skoog
Attn: John Kerr
L. W. Halinen

OREGON STATE HIGHWAY DEPARTMENT — 12/10/70 — PROGRESS ESTI

SECTION NORTH PLAINS /COMMERCIAL AVE/ — COUNTY WASHINGTON — AWARDED

HIGHWAY CITY STREET — SPECIFIED COMPLETION A) 40 CWD B) C) — EXTENSION

TYPE WORK GRADING AND PAVING — CONTRACTOR FRADY CONSTRUCTION COMPANY PORTLAND 97214

ITEM NO.	ITEM NAME / UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION QUANTITY	ORIGINAL AUTHORIZATION AMOUNT	CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT
001	GENERAL EXCAVATION LUMP SUM	4440000	1	444000	10000	444C
002	COARSE AGGREGATE BASE 12-1/2 IN THICK SQ YDS	20000	388000	776000	5088290	10174
003	3/4IN - 0 AGGREGATE BASE 2 INCHES THICK SQ YDS	5000	388000	19400	3663100	1831
004	CLASS B ASPHALT CONCRETE 3-1/2 IN THICK SQ YDS	23500	388000	91180	3701270	869
005	12-IN SEWER PIPE LIN FT	60000	2000	1200	24000	144
006	CONCRETE INLETS TYPE CG-1 ONLY	1750000	100	17500	10000	17
007	CONCRETE CURBS LIN FT	16000	1060000	169600	1016500	1626
008	ADJUSTING INLETS ONLY	150000	10	1500	1000	15
	TOTALS FOR ORIG. CONTRACT			253990		2724
	PRICE AGREEMENTS					
30101	GENERAL EXCAVATION LUMP SUM	1735000			100000	173

ROGRESS ESTIMATE AND COST REPORT

PAGE NO. 01 FORM E-98 (REV. 5-69)

CWD

AWARDED 07 31 70 F.A.P. CONTRACT NO. 7442 WORK DONE TO:

EXTENSION APPROVED PREFIX 334 1717

A) 37 CWD

TRUCTION COMPANY USED B) ESTIMATE NO. 003 ESTIMATED DATE

7214 C) FINAL OF COMPLETION:

ORRECTED ESTIMATE		PERFORMED TO DATE 09/24/70		TO COMPLETE 09/24/70		GROUP PORN	NEW TOTAL TO DATE	
UANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT		QUANTITY	AMOUNT
10000	444000	100000	444000			9N		
5088290	1017658	5088290	1017658			9N		
3663100	183155	3663100	183155			9N		
3701270	869798	3701270	869798			9N		
24000	14400	24000	14400			9N		
1000	17500	1000	17500			9N		
1016500	162640	1016500	162640			9N		
1000	15000	1000	15000			9N		
	2724151		2724151					
100000	173500	100000	173500			9N		

OREGON STATE HIGHWAY DEPARTMENT — 12/10/70 — PROGRESS ESTIM

SECTION NORTH PLAINS /COMMERCIAL AVE/ — COUNTY WASHINGTON — AWARDED

HIGHWAY CITY STREET — SPECIFIED COMPLETION A) 40 CWD B) C) — EXTENSION

TYPE WORK GRADING AND PAVING — CONTRACTOR FRADY CONSTRUCTION COMPANY PORTLAND 97214

ITEM NO.	ITEM NAME / UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION QUANTITY	ORIGINAL AUTHORIZATION AMOUNT	CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT
30102	COARSE AGG BASE 12 1/2 IN THICK SQ YD	2000			786660	1573
30103	3/4-0 AGGREGATE BASE 2-INCHES THICK SQ YD	5000			786700	393
30104	CLASS B AC 3 1/2-IN THICK SQ YD	23500			806000	1894
	FORCE ACCOUNTS					
801	FLAGGING 94001					
	* TOTAL PAY COSTS			2539900		32837
	ADD. ANTICIP. ITEMS					
94001	FLAGGING EW 1			30000		
98799	INCR IN PROJ AUTH COMM ACT 10-21-70			6100 00	~~6100000~~	
98999	CONTINGENCIES			115645		
99999	ENGINEERING			256990		2562
	GRAND TOTALS			35525.35 ~~2942535~~		35400

RESIDENT ENGINEER — DATE

PROGRESS ESTIMATE AND COST REPORT

PAGE NO. 02 — FORM E-498 (REV. 5-69)

CWD

AWARDED 07 31 70 — F.A.P. — CONTRACT NO. 7442 — WORK DONE TO:

EXTENSION — APPROVED A) 37 CWD — PREFIX 334 1717

USTRUCTION COMPANY — USED B) — ESTIMATE NO. 003 — ESTIMATED DATE OF COMPLETION:

97214 — C) — FINAL

CORRECTED ESTIMATE		PERFORMED TO DATE 09/24/70		TO COMPLETE 09/24/70		GROUP POR Z	NEW TOTAL TO DATE	
QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT		QUANTITY	AMOUNT
786660	157332	786660	157332			9N		
786700	39335	786700	39335			9N		
806000	189410	806000	189410			9N		
						9N		
	3283728		3283728					
						9N		
6100000				6100000				
	256272		240274		15998			
	3540000		3524002		15998			

DATE — DIVISION ENGINEER

North Plains
Commercial St
Final

NOTED
E. R. GRIFFIN

RECEIVED
DEC 7 - 1970
FOR FILING

334-1717
7442

December 4, 1970

Oregon State Highway Commission

Gentlemen:

Work was completed September 24, 1970 on Contract No. 7442. The contract was with Frady Construction Company and was for grading and paving the North Plains (Commercial Avenue) Section in Washington County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective December 4, 1970 and that you concur in this procedure at the Commission meeting on January 5, 1971.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Floyd Query
Tom Edwards
A. E. Johnson
Victor D. Wolfe
F. D. Morgan
I. D. Merchant
V. E. Skoog
L. H. Young
L. W. Rulien

VG:fw

334-1717
7442

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: North Plains (Commercial Ave.)		WEEK ENDING: Oct. 24, 1970
		SECTION PREFIX: 334-1717
HIGHWAY: City Street		COUNTY: Washington
NAME OF JOB: North Plains (Commercial Ave.)	KIND OF WORK: Grading & Paving	
CONTRACTOR: Frady Construction Co.	CONTRACT NUMBER: 7442	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: July 31, 1970	DATE WORK STARTED: Aug. 24, 1970	ESTIMATED COMPLETION DATE: Sept. 24, 1970
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 40	CALENDAR DAYS USED 37
PROJECT AUTHORIZATION: $ 35,525.35	SPECIFIED COMPLETION DATE: Sept. 27, 1970	PERCENT OF TIME ELAPSED: 92.5 %
EXCLUSIVE OF ENGINEERING: $ 32,955.45	ENGINEERING AUTHORIZATION $ 2,569.90	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 32,833.37	ENGINEERING COST TO DATE $ 2,400.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100%
ESTIMATED PERCENT: OVERRUN / UNDERRUN: -0.4 %	PERCENT OF AUTHORIZATION: 93.4 %	DATE PROJECT WAS COMPLETED: Sept. 24, 1970

FINAL REPORT

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
	100	100	100	100			
			Sq. Yd. GRADING	Sq. Yd. SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	Sq. Yd. PAVING
MILES IN PROJECT			0.22	0.22			0.22
MILES PARTIALLY COMPLETED							
MILES COMPLETED			0.22	0.22			0.22
TOTAL ESTIMATED QUANTITIES (CONTRACT)			All	3,880			3,880
TOTAL QUANTITIES CORRECTED TO DATE			All	5,775			4,506
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE			All	5,775			4,506
AVERAGE DAILY QUANTITIES			0	0			0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME			0	0			0
NUMBER OF SHIFTS PER DAY			0	0			0
HOURS PER SHIFT			0	0			0

EQUIPMENT USED DURING THE WEEK:

NONE

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Rain			
MONDAY	Rain			
TUESDAY	Rain			
WEDNESDAY	Rain			
THURSDAY	Rain			
FRIDAY	Rain			
SATURDAY				

Routing: Morgan, Decker, Bond, Parker, Buchmiller, Johnson, Pease, Sterling, Stamm, Litchfield, Gallagher, Stein

RECEIVED
OCT 29 1970
CONSTRUCTION DIVISION
BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
Oct. 18 SUNDAY	
MONDAY 19	No Work
TUESDAY 20	NO Work
WEDNESDAY 21	No Work
THURSDAY 22	No Work
FRIDAY 23	No Work
SATURDAY 24	

REMARKS

The project was completed on Sept. 24, 1970.
The Semi-Final Estimate was submitted to the Regional Office Oct. 23, 1970.

cc: Construction 2
Region I
File

SIGNED James W. Cochell LOCATION Tigard

James W. Cochell

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-FE18

RECEIVED
OCT 22 1970

334-1717
7442

Salem, Oregon
October 21, 1970

F. D. Morgan
Construction Engineer
Construction Section

Attention: John Bond
Construction Administration Engineer

On this date, Chairman Jackson gave advance approval to the increase in contract authorization on the Commercial Avenue city street project in North Plains, Contract 7442.

This is in line with our written request to the Highway Commission dated October 20, 1970.

R. L. Porter
State Highway Engineer

RLP:fa

cc Floyd Query
Tom Edwards
A. E. Johnson
Victor D. Wolfe
L. H. Young
V. E. Skoog
L. W. Rulien

RECEIVED
OCT 20 1970
FOR FILING

334-1717
7442

October 20, 1970

Oregon State Highway Commission

Gentlemen:

An increase in the contract authorization for the North Plains (Commercial Avenue) City Street project in Washington County, Contract No. 7442, is required. This is a Special City Allotment project which is expected to overrun the original authorization by $6,100 or 21 percent.

After the project was contracted, the City requested that the street width be increased by a total of 12 feet which added $6,100 to the project cost. The City agreed to pay for this additional work and has submitted a deposit to cover the entire added cost. The original authorization of $29,425.35 should be increased accordingly to $35,525.35.

This matter will be on the agenda for your consideration at the November 24 meeting.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Floyd Query
Tom Edwards
A. E.Johnson
Victor D. Wolfe
L. H. Young
F. D. Morgan
V. E. Skoog
L. W. Rulien

JAB:fw sr

FORM E-20 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

October 9, 1970

SUBJECT: Overrun of Project Authorization
North Plains (Commercial Ave.) Section
Contract No. 7442

To:

Mr. A. E. Johnson
Assistant State Highway Engineer
BUILDING

The subject project is a Special City Allotment job which is expected to exceed the authorized amount of $29,425.35 by $6,100 or 21 percent. This is entirely due to a basic change in the plan which was undertaken at the City's request and will be paid for by the City.

Shortly after work began in late August, the City requested that the street width be increased by 6 feet on each side. The City wanted this additional width to provide for diagonal parking. The contractor halted his grading work which was almost complete on the basis of the original plan while revised quantities were developed and a Price Agreement negotiated. The cost of the additional work was estimated at $6,100 and the City submitted a deposit to cover this amount.

The contract work has now been completed. A rough draft letter to the Highway Commission is enclosed.

F. D. Morgan
Construction Engineer

By John A. Bond

John A. Bond
Construction Administration Engineer

JAB:fw
Enc.
cc V. L. Gallagher

NOTED
A. E. JOHNSON

RECEIVED
OCT 9 1970
OFFICE OF
STATE HIGHWAY ENGINEER

September 4, 1970

Mr. Glen Sandford
Mayor
City Hall
North Plains, Oregon 97123

Dear Mr. Sandford:

This is to acknowledge receipt of the check from North Plains in the amount of $6,100 for payment on extra cost to widen Commercial Street to 56 feet curb to curb.

The above amount will be added to the advance payment from the City of $4,792 received July 30, 1970, and the account will be handled in the usual manner.

qThe work on the project will resume on the basis of width requested in your letter of September 2, 1970.

If we can be of assistance, please let us know.

Very truly yours,

H. S. Cox
County and City Engineer

By: Oscar H. Norberg
Oscar H. Norberg
Cities Engineer

OHN:ljt

bc: L. M. Young
F. D. Morgan
V. E. Skoog, Attn. John Herr

Rec'd
Date 9/4/70

RECEIVED
COUNTY & CITY SECTION
SEP - 4 1970
CNSL. COOR. OE AE UE
UPE CE RE UPE

CITY OF NORTH PLAINS

RECORDER'S OFFICE

NORTH PLAINS, OREGON

September 2, 1970

Oscar H. Norberg
Field Engineer
Oregon St. Highway Dept.
Highway Building
Salem, Oregon 97310

Dear Sir:

This letter is to confirm the telephone conversation you and I had on Monday, August 31, 1970.

The City of North Plains would like to extend the Commercial Street Project. We would like to have this street extended six feet to the North and six feet to the South for a total street width of fifty-six feet.

During our telephone conversation Monday, you indicated the additional cost of this project would be approximately $6,100. Enclosed is a check for that amount.

On behalf of the City of North Plains, I wish to say that we appreciate your fine cooperation in this matter.

Yours truly,

CITY OF NORTH PLAINS

Glen R. Sandford

Glen R. Sandford, Mayor
By A. Fields, Recorder-Treas

NOTED
H. S. COX

GS/af

Enclosure: Check in the amount of $6,100.

CC: John T. Scofield,
Assistant Resident Engineer, Highway Div.

RECEIVED
COUNTY & CITY SECTION
SEP - 3 1970
☐ ENGR. ☑ COOR. ☐ OE ☐ AE ☑ UE
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

Check delivered by Orville Buck 9/2/70 to C-C Oscar Norberg
I gave the Check to John Herr to hold. OHN.

RECEIVED
SEP 29 1970

334-1717
1442

Bid 7-23

July 31, 1970

Frady Construction Company
1437 S.E. 40th Avenue
Portland, Oregon 97214

Gentlemen:

The State Highway Commission today accepted your proposal for grading and paving Commercial Avenue in North Plains in Washington County for the sum of $25,399 and referred it to the State Highway Engineer with authority to award the contract as soon as the City of North Plains approves the project and deposits $4,792.

Those conditions were satisfied and the State Highway Engineer later today awarded you the project, which has been assigned Contract No. 7442.

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

ar

bc: Pacific Builder & Engr., Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle, Wn., & Portland, Ore.
F. D. Morgan
D. J. Barbee
I. D. Merchant
L. W. Rulien
James Cochell
Wm. Geibel (SAIF)

pca

CITY OF NORTH PLAINS

RECORDER'S OFFICE

NORTH PLAINS, OREGON

July 28, 1970

Oscar H. Norberg
Cities Engineer
Oregon State Highway Div.
Highway Building
Salem, Oregon 97310

Dear Sir:

On July 27, 1970, at their regular meeting, the North Plains City Council agreed to the bid submitted on July 23, 1970, by Frady Construction Company of Portland for the special City Allotment project on Commercial Avenue in North Plains.

Enclosed is a check in the amount of $4,792.00 for the estimated share of cost of the project.

Very truly yours,

CITY OF NORTH PLAINS

Alice Fields

Alice Fields
Recorder-treasurer

AF

Enclosure: Ck $4,792.00

RECEIVED
COUNTY & CITY SECTION
JUL 30 1970
ENGR. MAINT. UE
UPE CE RE APE

bc L. H. Young
L. W. Rulien

NOTED
H. S. COX

July 24, 1970

Mrs. Alice Fields
City Recorder
City Hall
North Plains, Oregon 97123

Dear Mrs. Fields:

On July 23, 1970, the State Highway Commission opened bids on the 1969 Special City Allotment project on Commercial Avenue in North Plains. The apparent low bid was submitted by Frady Construction Company of Portland.

The anticipated cost based on the low bid is as follows:

Contractor's bid	$ 25,399.00
Anticipated additional items, flagging (State share)	300.00
TOTAL	$ 25,699.00
14½% engineering and contingencies	3,726.35
	$ 29,425.35
Estimated portion of preliminary engineering charged to the project	367.00
TOTAL ANTICIPATED COST	$ 29,792.35

As the contract cannot be awarded until the City has deposited its estimated share of cost, please forward at your earliest convenience a check or warrant to this office in the amount of $4,792 made payable to the Oregon State Highway Commission.

Very truly yours,

H. S. Cox
County and City Engineer

By Oscar H. Norberg

Oscar H. Norberg
Cities Engineer

CHN:lat

NOTED
P. B. Accounting

NOTED
DON HARWELL

bc: F. B. Klaboe
L. H. Young
D. J. Barbee

RECEIVED
JUN 2 - 1970

OREGON STATE HIGHWAY DIVISION

334-1717

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

7442

June 1, 1970

City of North Plains
City Hall
North Plains, Oregon 97123

Attention: Hon. Glen R. Sandford
The Mayor

NOTED
F. B. KLABOE

Gentlemen:

We have requested the State Highway Commission to reject all bids that were submitted on the Commercial Avenue project at the April 23 bid opening as requested in your letter of May 21, 1970.

Your letter also requested the project to be redesigned and resubmitted for bids. A copy of your letter was forwarded to the respective departments to handle, and we will keep you informed regarding the matter.

Very truly yours,

H. S. Cox
County and City Engineer

By
Oscar H. Norberg

Oscar H. Norberg
Field Engineer

OHN:mm

RECEIVED
JUN 1 1970
OFFICE OF
STATE HIGHWAY ENGINEER

CITY OF NORTH PLAINS

RECORDER'S OFFICE

NORTH PLAINS, OREGON

May 21, 1970

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Attention: Oscar H. Norberg

Dear Mr. Norberg:

The City of North Plains, Oregon feels that the cost of the Commercial Street project is too high and the amount of money the City of North Plains would have to pay as their share is beyond the means of the City, so therefore the City of North Plains, Oregon rejects the bid of Cornell Construction Company on the project.

July ?

It is the hope and desire of the City of North Plains that this project can be redesigned and resubmitted to bid. We feel that a rock base would be less costly and better suited to our needs, thus eliminating the high cost of a cement stabilized base.

We would like to be notified when this bid is to be resubmitted so we can notify contractors and get more bidders on the project, so it would be more competitive.

Thank you very much for your consideration of this matter.

Very truly yours,

City of North Plains

Glen Sandford

Glen Sandford
Mayor

BY

Irene Clink

Irene Clink, Clerk

NOTED
H. S. COX

GS/ic

Copy to Barbee for info.
L.H. Young
L.W. Rubien

Noted
Oscar H. Norberg

RECEIVED
MAY 25 1970
ENGINEER
COUNTY & CITY DIVISION

NOTED
DON HARWELL

bc: L. H. Young
L. W. Rulien

NOTED
H. S. COX

April 24, 1970

Mrs. Alice Fields
City Recorder
City Hall
North Plains, Oregon 97123

Dear Mrs. Fields:

On April 2, 1970, the State Highway Commission opened bids on the 1969 Special City Allotment project on Commercial Avenue, from Station 0+00 to Station 6+20, and the apparent low bid was submitted by Cornell Construction Company of Forest Grove.

The anticipated cost based on the low bid is as follows:

Contractor's bid	$31,598.00
Anticipated additional items: flagging	300.00
Total----------	$31,898.00
14½% engineering & contingencies	4,625.21
Total----------	$36,523.21
Estimated portion of preliminary engineering charged to project	800.00
TOTAL ANTICIPATED COST	$37,323.21

As the contract cannot be awarded until the City has deposited its estimated share of the cost, please forward at your earliest convenience a check or warrant to this office in the amount of $12,325 made payable to the Oregon State Highway Commission.

Very truly yours,

H. S. Cox
County and City Engineer

By

NOTED
P. B. Arnesdell

Oscar H. Norberg
Field Engineer

OHN:mm

NOTED
P. B. Arnesdell

NOTED
RICHARD UNREIN

NOTED
DON HARWELL

RECEIVED
APR 1 5 1970
VISION

OREGON STATE HIGHWAY DEPARTMENT

NOTED
H. S. CC.

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

March 18, 1970

Mrs. Alice Fields
City Recorder
City Hall
North Plains, Oregon 97123

Special City Allotment Project
Commercial Street

Dear Mrs. Fields:

The City of North Plains and the State entered into a finance-construction agreement which was approved by the State Highway Commission on December 17, 1968, and certified by the Highway Commission Secretary on January 23, 1969, pertaining to the Special City Allotment project on Commercial Street in North Plains.

It has been determined in the interest of all parties concerned that the agreement shall remain in full force and effect and apply with like force and effect as to the plans approved by the City on April 10, 1969, except the length of the project shall be changed to reduce the cost of the project to come within the financial means of the City. A copy of the revised plans is attached hereto as Exhibit A.

Any further reference to the contents of said agreement shall include the provisions outlined below:

1. The State shall revise the plans to end the project at Station 6+20 instead of 11+00. The plans will otherwise remain the same.

2. It is estimated that the proposed project cost will be approximately $34,500 which includes 14½% for engineering and contingencies. Of this amount, the SCA allotment would be $25,000 leaving approximately $9,500 as the City share.

If the above proposal is agreeable to the City, please sign in spaces provided below and return a signed copy to this office.

Very truly yours,

H. S. Cox
County and City Engineer

APPROVED BY CITY OF NORTH PLAINS
Date 3-23-70

By Allen R Sandford
Mayor

By Alice Fields
Recorder

NOTED
P. B. Arensmeier

NOTED
DON HARWELL

RECEIVED
JUL 30 1969

OREGON STATE HIGHWAY DEPARTMENT

331-1717
7287

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

July 29, 1969

Cascade Construction Co., Inc.
Ft. of S.W. Abernethy Street
Portland, Oregon 97201

Yellowed in # 7287

Gentlemen:

On July 3, we wrote to you that the Commission had accepted your bid for grading and paving in North Plains subject to approval by the City of North Plains and the payment of $31,090.00 by the City.

We now have a letter from the City of North Plains stating that they cannot accept the contract, our number 7287, and that they cannot make the required deposit. Under these conditions, we regret to advise that the Commission has no alternative other than to reject all bids for this project.

Very truly yours,

ORIGINAL SIGNED
FLOYD QUERY

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:sj

cc R. L. Porter
E. B. Klaboe
F. D. Morgan
D. J. Barbee
I. D. Merchant
L. H. Young
H. S. Cox
W. W. Geibel (SAIF)
L. W. Rulien
Lowell Johnston

E. B. KLABOE

RECEIVED
JUL 29 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 30 1969
FOR FILING

Const
Proj
Maint - N. Ro.

July 29, 1969

Oregon State Highway Commission

Gentlemen:

At the Commission meeting on July 8, in line with a recommendation by the Highway Engineer, you accepted the low bid of Cascade Construction Company, Inc. to rebuild Commercial Avenue in the city of North Plains in Washington County for $46,850.40. Your acceptance was subject to approval by the City of North Plains and further subject to the City's deposit of $31,090.

The City now advises that because this low bid was above the estimate, it is unable to financially cooperate in the project which leaves us no choice but to reject all bids. This was verbally approved by Chairman Jackson on July 25 and will be on the agenda for the August 19 meeting for your confirmation.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc: Floyd Query
F. B. Klaboe
V. D. Wolfe
L. H. Young
D. J. Barbee
F. D. Morgan
V. E. Skoog
L. W. Rulien

RLP:ms

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JUL 23 1969

FOR FILING

OREGON STATE
HIGHWAY DEPARTMENT

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

July 22, 1969

334-1717

7442

City of North Plains
City Hall
North Plains, Oregon 97123

Attention: Mayor Glen R. Sandford

F. B. KLABOE
NOTED

Gentlemen:

Reference is made to your letter of July 15 rejecting all bids on the Commercial Street project.

The matter will be studied further and we will contact you when a decision is reached as to the course of action.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

H. S. Cox

H. S. Cox
County and City Engineer

NOTED
R. L. PORTER

DNH:eb

bc F. B. Klaboe
D. J. Barbee - please determine what is feasible
L. M. Young - rejected all bids received 6/26/69

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JUL 22 1969
OFFICE OF
STATE HIGHWAY ENGINEER

SCA

NOTED
H. S. COX

CITY OF NORTH PLAINS

RECORDER'S OFFICE

NORTH PLAINS, OREGON

-9108

REFERRED TO
Admin.
BY SECRETARY

July 15, 1969

Cox

Oregon State
Highway Department
Highway Building
Salem, Oregon 97310

Floyd Querry asked about a definite rejection

Gentlemen:

This is to inform you that the City of North Plains rejects all bids for the Commercial Street Project, as they are in excess of available funds. It is duly noted that only (2) two bidders submitted bids for the project, the City does not feel that a truly competative bid can be obtained with only (2) two bidders, this is further evidenced by the bidders exceeding the estimate of the State Highway Department on three major items.

Floyd Querry to Evaluate all bids 7/24/69. on N. Plains

ITEM NUMBER	ITEM DESCRIPTION	STATE ESTIMATE	LOW BID
1	General Excavation	$4,300.00	$8,250.00
3	Cement Treated Base	11,525.50	18,690.00
4	Asphaltic Concrete	9,570.00	13,068.00

The low bidder exceeded the State estimate on Item #3, cement treated base, by an amount that indicated unfamiliarity with the methods required for installation. The City hereby requests the State Highway Department to review the street cross section to determine if substantial savings can be accomplished by using gravel in lieu of cement treated base. After the review of the street cross section, the City further requests that the State submit the project to a larger selection of qualified bidders and receive proposals on the project. A new proposal should include provisions to shorten the project to allow the City to accomplish the work within the available funds.

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ENGINEER
COUNTY & CITY DIVISION

Yours truly,

Glen R. Sandford

Glen R. Sandford
Mayor
CITY OF NORTH PLAINS

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JUL 17 1969
OFFICE OF
STATE HIGHWAY ENGINEER

DK
c.c. Victor Bringle, City Engineer
DeMar Batchelor, City Attorney
File

copy to Barbee - Can you comply?
Young - Reject of bids 6-26-69
Klobee - Info.

copy FC

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JUL 17 1969
STATE HIGHWAY COMMISSION

NOTED
H. S. COX

Pl 1-647-.255

June 27, 1969

Mrs. Alice Fields
City Recorder
North Plains, Oregon 97123

Dear Mrs. Fields:

On June 26, 1969, the State Highway Commission opened bids on the 1969 Special City Allotment project on Commercial Avenue, North Plains, Oregon.

The anticipated cost based on the bid is as follows:

Contractor's bid	$46,850.40
Anticipated additional items	1,000.00
Total	47,850.40
14-1/2% Engineering and Contingencies	6,938.31
Total	54,788.71
Estimated portion of preliminary engineering charged to the project	1,304.96
Total Anticipated Cost	$56,093.67

This bid was 44.9% over the Engineer's estimate, so it is likely that you will ask the State to reject the bid and readvertise for a future letting.

If you want today's bid accepted and a contract awarded, the City will have to deposit its estimated share of cost. In which case please forward, at your earliest convenience a check or warrant to this office in the amount of $31,090.00 made payable to the Oregon State Highway Commission.

Very truly yours,

H. S. Cox
County and City Engineer

By Oscar H. Norberg

Oscar H. Norberg
Field Engineer

OHN:lat

bc L. E. Young
L. W. Rulien

NOTED
MAINOR C. HOLMES

NOTED
RICHARD UNREIN

NOTED
P. B. Arensmeier

NOTED
DON HARWELL

North Plains (Commercial P.E.)
Washington County.

4-28-69

General Excavation	All Specified		4300 -
3/8 - 0 Material in Footpath - 2 inches thick.	200 Sq. yd	1.00	200
Cement Treated Base, 8 inches thick	6760 Sq. yd	1.85	11,525.50
Class 'B' Asphalt Concrete, 3½ inches thick	6600 Sq. yd	1.45	9570 -
12-inch Sewer Pipe	200 l.in.ft	4.25	850 -
Concrete Inlets, Type G-1	4 only	130 -	520 -
Concrete Curbs.	2060 lin. ft	1.70	3502 -
Concrete Driveways.	340 Sq yds	5.50	1870 -
			32337.50
	Anticipated		1000 -
			33,337.50
	W.L. E. & C.		4834.08
			$ 38 172.58
	Est. P.E. charged to project		517.62
	TOTAL ANTICIPATED COST FINAL EST.		$ 38,690.20

FINGGING 1000

PRELIMINARY ENGR. = $1,500.00 APPROX.

$\frac{13,172.58}{38,172.58} \times 1500 = \frac{517.62}{}$

4-28-69 8 PM — Attended City Council meeting. Presented this estimate. Informed City of Construction procedures re: cement treated base & 72hr. curing period. City stated that they wished to proceede with June 26, 1969 bid opening and would have $15,000 available after July 1. JH.

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ENGINEER
COUNTY & CITY DIVISION

NOTED
P. E. Assistant

NOTED
DON HARWELL

CITY OF NORTH PLAINS

RECORDER'S OFFICE

NORTH PLAINS, OREGON

April 11, 1969

NOTED
H. S. COX

Richard Unrein
Field Engineer
State Highway Dept.
State of Oregon
Salem, Oregon 97310

Dear Sir:

At a special meeting held on April 10, 1969, the North Plains' City Council approved the preliminary plans for the Commercial Street Project with the single drive way for the Troutman apartment house. The second drive way requested by the apartment house owner was denied. The Council also approved making the drive ways concrete.

Due to the fact that the City only has $8,000. dollars in the Commercial Street fund for the present budget, that is the only amount the City could use as a deposit at the present. After the first of July, 1969, in the next budget period we will be able to supply the balance.of the City's share.

Enclosed is one print with approval noted thereon.

Thank you very much for your time and consideration in this matter.

Very truly yours,

CITY OF NORTH PLAINS

Alice Fields

Alice Fields
Recorder-treasurer

AF

NOTED
P. B. Accepted

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APR 29 1969
ENGINEER
COUNTY & CITY DIVISION

NOTED
RICHARD UNREIN

NOTED
DON HARWELL

North Plains
Commercial Ave.

Lowell Johnston's Estimate for:

Gen'l Exc	4280 @ 1.50	6,420.00
Base — Cr. Rock	2850 @ 3.75	10,687.50
Lev. Cs	460 @ 4.00	1,840.00
Asphaltic Conc.	6600 Sq.Yds. @ 1.45	9,570.00
Certain items with greatest variance		$28,517.50

6600 Sq.Yds. [illegible] .054' = X 3.5 X 1.1 = 1350 Tons

$\frac{\$9577}{1350} = \$6.38$ [illegible]

Cascade Const. Co. Bid

Gen'l. Exc Lump Sum	~~6600 x 1.85 = 11,625~~	8,250.00
8" Cement Treated Base	6230 Sq Yds @ 3.00	18,690.00
Asphaltic Conc.	6600 Sq.Yds. @ 1.98	13,068.00 = 9.50/ton
		$40,008.00

With the Cement treated Base the Gen'l Exc. would reduce...

14.5" Thickness Cr. Rock
8" Thickness Cement tr. Base
60' Diff. Exc [illegible] .1800 x 6230 = 1125 C.Y. less Gen'l Exc.

4280 - 1125 = 3155 C.Y. x 1.50 = $4732.50

$\frac{\$13,068}{1350 \text{ Tons}} = \$9.50$ per ton (As bid)

North Plains (Commercial St.) Sec. C

		Bid	+	Other Items	
1.	Gen. Ex.	8250		2940 (1140 cy. @ 2.50)	11190
2.	Footpath	200			200
3	St. Base			13090 (4540 cy @ 2.00)	13090
4.	Water			400 (80 Mgal @ 5.00)	400
5	A.C.	13,068			13068
6	12" Sewer	1,200			1200
7	Inlets	508			508
8	Curbs	2904.60			2905
9	Driveways	2029.80			2030
		Total Bid			44591
	Additional Items				
	Flagging	$100			100
					44691
	Engr. & Cnt. 14½%				6480
	Estimated Project Cost				51,171

Project length - 1150'
Cost/ft = $44.50
Orig. Project Authorization - $40,000
Overrun $11,171
Distance to shorten project and stay within authorization - 250'

2-27-70
$4,000
$47.00/ft
850' = 40,000

250

NORTH PLAINS

Overall Length of Project- Mile

Sketch Map

Scale 0 900 1800 Feet

PRELIMINA
SUBJECT TO

Mile

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COUNTY & CITY DIVISION

PRELIMINARY COPY
APR 3 1969
SUBJECT TO CHANGE
FINAL DESIGN SECTION

MINARY COPY
ECT TO CHANGE

OREGON STATE HIGHWAY DEPARTMENT GRADING & PAVING NORTH PLAINS (COMMERCIAL AVE.) SEC. CITY STREET WASHINGTON COUNTY				SHEET No. 1
FED. ROAD Div. No.	STATE	PROJECT NUMBER	DATE	TOTAL SHEETS
8	OREGON	STATE		See Index

TYPICAL SECTION

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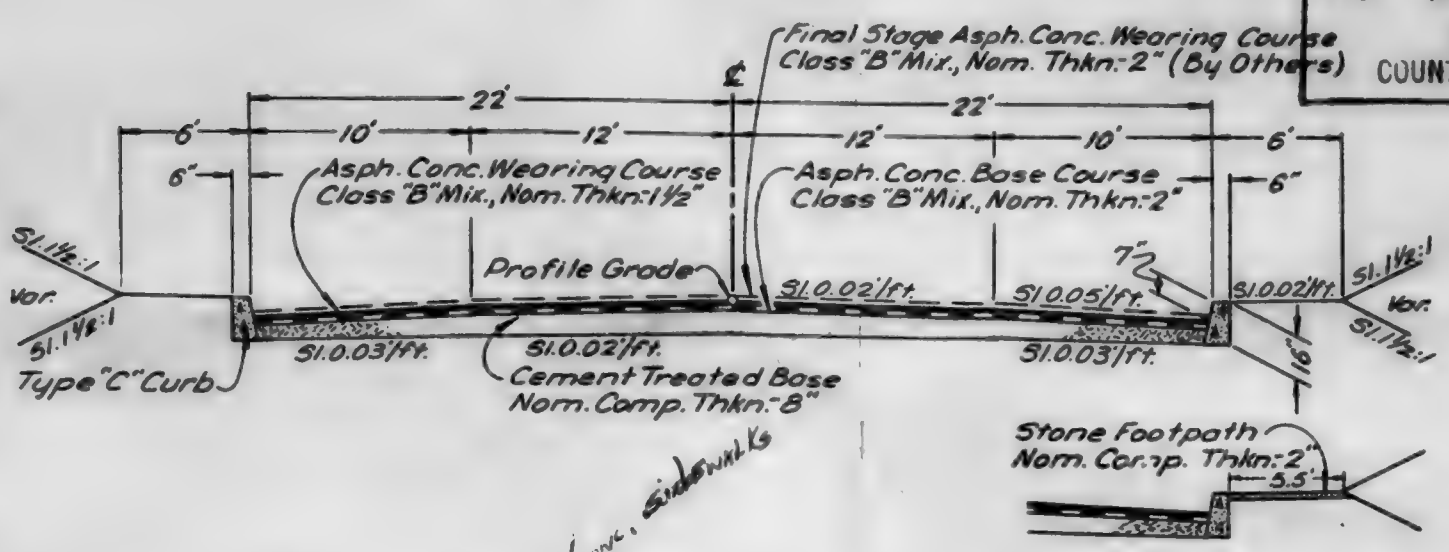
COUNTY & CITY DIVISION



NOTED
RICHARD UNREIN

Sta. 0+60 to Sta. 4+90 Rt.

APPROVED
CITY OF North Plains
BY MAYOR Glen R Sandford
BY RECORDER Alice Fields
DATE 4-10-69

Iwen-Booz

NORTH

S.P.E.S. R.R.

PRELI
SUBJ

Const. Type "C" Curb

Tel. Pole

12" Conc.

N 7°42' E

Water Main

15'R.

Const. Type "G-I" Inlet
Inst. 12" Sewer Pipe - 16'
Including 1 - 4" Conn. to Extg.
12" Conc. Pipe
Tr. Exc. 3 C.Y.

Gas Main

COMMERICAL

24' 16' 24' 16'

40'

24'

10'

G.V.

W.V.

Water Main

36'

Pow. Pole

Gas Meter

Const. Type "C" Curb

Const. 5.5' Stone Foot path

22' 22'

5.5'

Line Pole

F.H.

15'R.

36'

35'

60'

5th. St.

MAIN

80'

Begin Curb Rt. & Lt.

All Sewer Pipe Shown Shall be
Concrete Sewer Pipe Class III

Const. 15 Driveways Type A1, Shown Thus — W — Asph.

Extg. Culvert Pipe to be Abandoned

205

200

195

190

185

180

191.00

198.00

196.80

Finish Grade @ ℄

-0.686

150' V.C.

200' V.C.

50' V.C.

+3.11

+2.84

1 1/2"

186.74

+00

+25

+00

Emb. 33

Exc.
Exc.

WEST END OF PROJECT
STA. 0+50

0

5

RTH PLAINS

NORTH PLAINS (COMMERCIAL AVE) SEC. CITY STREET WASHINGTON COUNTY				SHEET No 2
FED. ROAD D. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON			

PRELIMINARY COPY
SUBJECT TO CHANGE

+00 End Curb Lt.

Estg Fence

8" Tile

AVE.

S.82°18'E.

Water Main

12" Conc.

12" Conc.

Estg. Ditch

Const. Type "C" Curb

5th. St.

4th. St.

+27 Remove Inlet
+45 Const. Type "G-1" Inlet
Inst. 12" Sew. Pipe - 45'
Tr. Exc. 12 C.Y.
+88 Remove Inlet.
+28 Const. 2 Type "G-1" Inlets
Inst. 12" Sew. Pipe - 124'
Tr. Exc. 34 C.Y.
+40 Remove Inlet

+52 End Curb Rt.

196.50

202.10

192.00

11½"

Ground Line @ ℄

+2.24

-3.40

-0.15

200' V.C.

300' V.C.

Subgrade

+00

+50

Exc. 3,648 (Excess)
Exc. 236

Emb. 139

Emb. 27

EAST END OF PROJECT
STA. 11+00

5

10

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

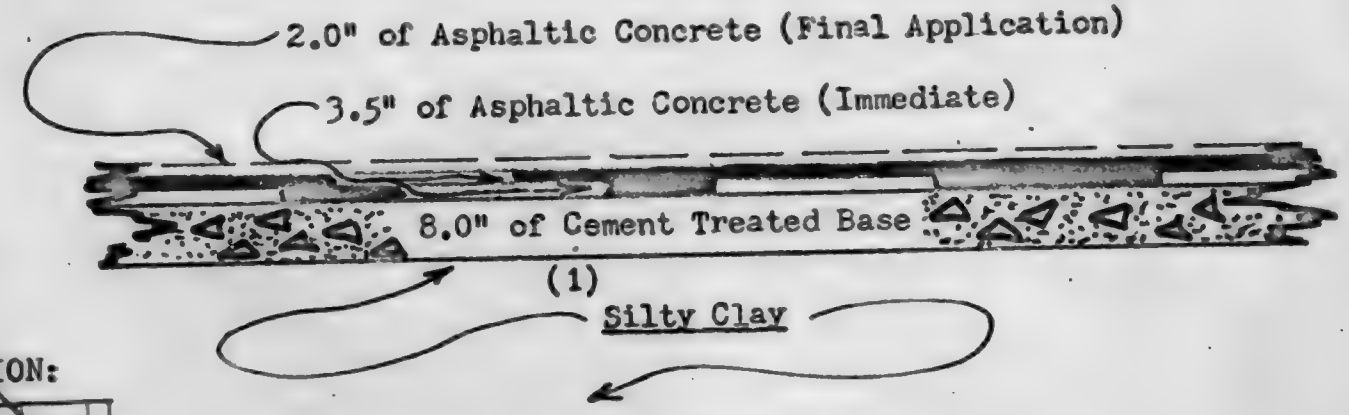
Section COMMERCIAL AVE. Highway CITY OF NORTH PLAINS County WASHINGTON Prefix 334-1441

Res. Engr. L. A. Johnston Approx. Length 0.19 Miles. Sta. 0+00± to Sta. 10+00± Date 4-2-69

Mean
Truck A.D.T. 129 Traffic Coefficient 7.4 18 kip s.a. per day 34.3.

Annual Precipitation 44"± Frost Penetration -----.

(1)
Typical Soil
40 LL
15 PI
100 %P 10
98 %P200
0 %Gravel
0 %C Sand
2 %F Sand
63 %Silt
35 %Clay
4 "R" Value



	CBE Total Req.	Credit	Actual Thick.	
		4.0	2.0	AC (FA)
		7.0	3.5	AC (I)
		14.5	8.0	CTB
	25.0	25.5	13.5	

AASHO CLASSIFICATION:
A-6 (10)

MATERIAL SOURCES:
To be determined by the Engineer.

RECEIVED APR 14 1969 334-1441 7334

cc: B. P. R.
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Design Engineer
Specifications Engineer
Final Design Engineer
Division Geologist
County-City (2)

See Page 2 for remarks.

NOTED
F. B. KIMBOF

Submitted by C. J. Gray
for Staff Assistant

Recommended by O A Mitts
Engineer of Materials

Recommended by A. T. Dreher
asst Construction Engineer

Approved by J B Kimbof
Asst. State Highway Engineer

SECTION: COMMERCIAL AVE.

HIGHWAY: CITY OF NORTH PLAINS

COUNTY: WASHINGTON

"OTHER ROADS"

Traffic Coefficient	A.C. Wearing Surface	P.M.B.B. or C.T.B.	3/4"-0 Level	Crushed Base	S.S. or L.T.S.	"CBE" Total Requirement	Actual Thickness
NONE							

Remarks:

The surfacing thickness to be placed for "Immediate" use is based on a 5-year design period.

Several surfacing thickness sections were provided the Design Division in order to make a cost comparison. The section recommended on Page 1 appears to be the most economical.

Should substitutions be made use the "CBE" Total Requirement column to obtain the "Total Thickness Required" and the table below for values:

1.0"	Asphaltic Concrete	=	2.0 " Crushed Base
1.0"	Plant Mix Bituminous Base	=	1.8 " Crushed Base
1.0"	Cement Treated Base	=	1.8 " Crushed Base
1.0"	Oil Mat	=	1.1 " Crushed Base
1.0"	Stone Subbase (Per Standard Specifications plus Supplementals)	=	0.8 " Crushed Base
1.0"	Lime Treated Subgrade	=	0.8 " Crushed Base

Above factors apply to materials that comply with the Standard Specifications.

TRAFFIC ANALYSIS

SECTION: COMMERCIAL AVE.

HIGHWAY: CITY OF NORTH PLAINS

COUNTY: WASHINGTON

1600 Present ADT (1969)

6 Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ONE WAY EWL	AVERAGE ANNUAL EWL
2	65	1.7	111	88	450	39,600
3	20	1.7	34	27	1000	27,000
4	--	---	--	--	1250	---
5	10	1.7	17	14	3180	44,520
6	--	---	--	--	2570	---
				129	TOTAL	

TOTAL AVERAGE ANNUAL DESIGN EWL 111,120

TWENTY YEAR EWL 2,222,400

TRAFFIC COEFFICIENT 7.4

SECTION: COMMERCIAL AVE.

HIGHWAY: CITY OF NORTH PLAINS

COUNTY: WASHINGTON

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair _____ Poor _____
   Remarks: When constructed to present OSHD surfacing thickness standards
5. Cost Comparisons: See remarks

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: Generally Asphaltic Concrete or Oil
7. Stage Construction: Part of design
8. Depressed, Surface, or Elevated Design: Surface
9. Conservation of Aggregates: See remarks
10. Stimulation of Competition: See remarks
11. Construction Consideration: See remarks
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: City requested Asphaltic Concrete
13. Traffic Safety: Not a problem
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction.

CONCLUSION AND REMARKS:

No cost comparison made as this is a short (0.19± mi.) project, and traffic does not warrant the use of C.R.P.C.C.

LOCATION NARRATIVE

North Plains (Main Street - Fourth Street)
City Street (Commercial Avenue)
Washington County
334-1441-901

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ENGINEER
COUNTY & CITY DIVISION

Highway: This is a project located on Commercial Avenue, which is the main street through the city of North Plains, and is in the main business section.

Alignment: Alignment is on tangent with the centerline of Commercial Avenue.

Terminii: The westerly end of the project is at the intersection of the west line of the intersection of the centerline of Commercial Avenue with the west line of Main Street, and the east end of the project, as shown on the enclosed plan, is at Station 11+00 which is 100 feet east of the east line of Fourth Street. The original east end of the project was shown at Station 10, but in order to get a more desirable connection, it was necessary to extend the east end of the project the additional 100 feet. This extension was in line with the desire of the consulting engineer for the city of North Plains, Mr. Bringle.

Length: The original length of the project, as shown on the survey order, was 0.19 mile, but the new length, as shown on the enclosed plan, would 0.21 mile.

Typical Section: The distance between curbs on this project is 44 feet which will provide two 12-foot travel lanes with 10-foot shoulders on each side. The proposed grade line, as shown on the plan, has been reviewed by Mr. Bringle and he has given tentative approval to the profile as shown.

Earthwork: The net amount of General Excavation is 3884 cubic yards. A small portion of this excavation material will be used on the project, but the excess excavation amounting to approximately 3645 cubic yards is to be placed on city-owned property along the southerly side of Commercial Avenue which is located approximately 0.23 mile west of the west end of the project. While this excess material is being placed on city property, our specs will call for spreading the material, but no specification compaction for it.

Drainage: Drainage is a minor item on this project, as we have only one cross pipe and four catch basins.

NOTED
RICHARD UNREIN

Access: This is in the city of North Plains and all access is under control of the City. The driveways shown on the plan are as indicated by Mr. Bringle, consulting engineer for the City.

Surfacing Material: Surfacing material can be obtained from commercial plants in the vicinity of Hillsboro, Forest Grove, Beaverton or Portland.

Utilities: There are several utilities along this street, but as per the State-City agreement, the city of North Plains is to take care of any moving of utilities required.

Agreements: An agreement has been made between the State Highway Department and the city of North Plains regarding this project.

Parks: There are no State Parks or roadside rest areas involved.

In line with Mr. Klaboe's letter of December 2, 1968 regarding these small city jobs, I have attempted to reduce cost as much as possible, and one of the items eliminated was the finishing roadbed and slope item. I would recommend that the air degradation requirement be eliminated on this project. I would also recommend that the 1/4 - 10 specification in the 1/4 - 0 not be made a part of this project. The sand equivalent was reduced from our 35, as shown in the standard specifications, to a minimum of 30 in order to make the rock requirement a little easier to meet.

Lowell A. Johnston
Resident Engineer

LAJ:fb

City of North Plains
Commercial Ave. (Main St. to 4th)
Washington County Prefix 334-1441-901

RECEIVED
MAR 17 1969
ENGINEER
COUNTY & CITY DIVISION

QUANTITY SUMMARY & COST ESTIMATE

Item	Unit	Net Quantity	Allowance	Total	Unit Price	Amount
Temporary Protection & Direction of Traffic	All			All	Lump Sum	$ 700.00
Clearing & Grubbing	All			All	Lump Sum	250.00
General Exc. Uncl.	Cu.Yds.	3,884	396	4,280	1.50	6,420.00
Trench Excavation	Cu.Yds.	47	5	52	4.00	208.00
Watering	M-Gals.	75	8	83	4.00	332.00
¾"-0" Leveling Course	Cu.Yds.	420	40	460	4.00	1,840.00
Crushed Base Material	Cu.Yds.	2,594	256	2,850	3.75	10,687.50
Class "B" Asph. Conc.	Ton	945	50	995	8.00	7,960.00
RC-250 Asph. in Binder	Ton	6.4	0.6	7	75.00	525.00
Aggregate in Binder	Cu.Yds.	41	4	45	6.75	303.75
Conc. Inlets Type G-1	Each	4	-	4	130.00	520.00
12" Sewer Pipe	Lin.Ft.	198	22	220	4.00	880.00
Conc. Curbs Type "C"	Cu.Yds.	53.2	1.8	55	50.00	2,750.00
Extra for Paving A.C. Conc. Drwys.	Each	3	1	4	50.00	200.00

Total Contract Amount $ 33,576.25

Flagging 100.00

Engineering & Contingencies 20% 6,723.75

P.E. Est. = $1500

Total Project Cost $ 40,400.00

572.00

$\frac{15,400}{40,400} \times 1500 = \$\ 572.$

$40,972.00

NOTED
RICHARD UNREIN

RECEIVED
JAN 24 1969
TRAFFIC ENGINEERING

334-1717
1442

MISC. CONTRACTS and AGREEMENTS No. 3668

January 23, 1969

City of North Plains
City Hall
North Plains, Oregon 97133

Attention: Mrs. Alice Fields
City Recorder

Gentlemen:

Attached for your files is a fully executed copy of an agreement covering a Special City Allotment Project on Commercial Avenue from Main Street to Fourth Street in your City.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

Floyd Quary, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm
Attachment

cc H. S. Cox
(conformed agreement)

RECEIVED
JAN 28 1969

1-23-64

PREFIX NO. 334-1441

334-1717
7442

LOCATION PROSPECTUS
NORTH PLAINS (MAIN STREET-FOURTH STREET) SECTION
CITY STREET - WASHINGTON COUNTY

HIGHWAY: Commercial Avenue. Not on State or Federal highway system.

TERMINI: From intersection of Commercial Avenue and west line of Main Street, Station 0+00, to intersection of Commercial Avenue and east line of Fourth Street, Station 10+00.

LENGTH: 1,000 feet or 0.19 mile.

NARRATIVE: This will be a location survey to prepare plans, specifications and estimates for the grading and paving of the above described section. Reconnaissance has not been made. Soils investigations will be conducted. No unusual drainage problems are anticipated. An economic analysis is not needed. This is a 1969 Special City Allotment project.

TYPICAL SECTION: Two 12-foot lanes with 10-foot parking lanes. Entire project to be curbed.

BRIDGE: None affected.

ACCESS: Under control of City.

BASE DESIGN: Tentative design for construction is:

Paving	3" Class "B" Asphaltic Concrete
Top Course Base	2" 3/4"-0 Leveling Course
Bottom Course Base	13" Crushed Base Material
Total Depth	18"

MATERIAL: Available from commercial sources in the vicinity of Hillsboro, Forest Grove, Beaverton, or Portland.

ADD'L FACILITIES: None.

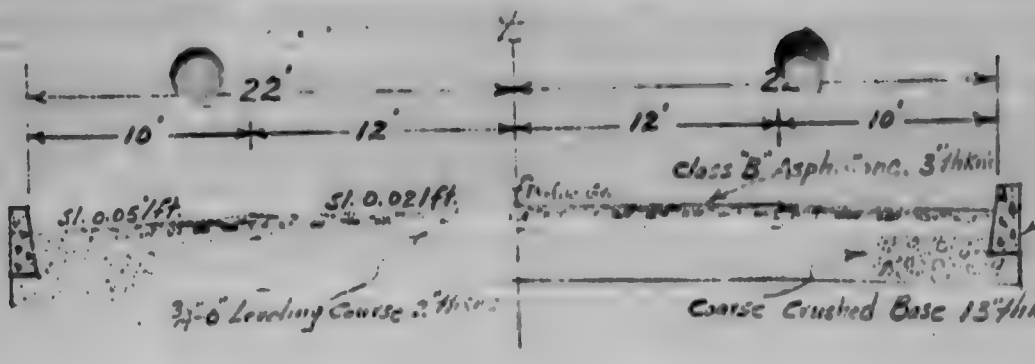
AGREEMENTS: Routine agreements for Special City Allotment project.

PARKS: None affected.

January 23, 1969
Attach.
cc's: see over

NOTED
F. B. [illegible]

cc's: L.W. Rulien (3)
Forrest Cooper
Tom Edwards
F.B. Klaboe
V.D. Wolfe
D.J. Barbee
F.B. Crandall
F.L. Hall
E.S. Hunter
Ivan Merchant (4)
D.H. Moehring (3)
F.D. Morgan
L.H. Young
J. M. Cartwright (2)
R.N. Chase
H.S. Cox (2)
B.L. Gifford
W.N. Hackleman
V.J. Johnson
A.D. Olson
R.E. Olson
Jack Rowland
Robert Royer
W.H. Tebeau
F.E. Terpin
O.C. Turner
F.W. Yarbrough (2)



TYPICAL SECTION

PROSPECTUS MAP
(Commercial St.) North Plains
Washington County

L. A. Johnston Res. Engr. Jan. 1969

West End of Project Sta 0+00

East End of Project Sta 10+00

N

NORTH PLAINS

WASHINGTON COUNTY, OREGON

OREGON STATE HIGHWAY DEPARTMENT

Population 550

Revised August 1968

HIGHWAY CLASSIFICATION

SIGNED ROUTES

LEGEND

SCA

Form E-[illegible]—3M—1-69

OREGON STATE HIGHWAY DEPARTMENT

AUTHORITY FOR SURVEY

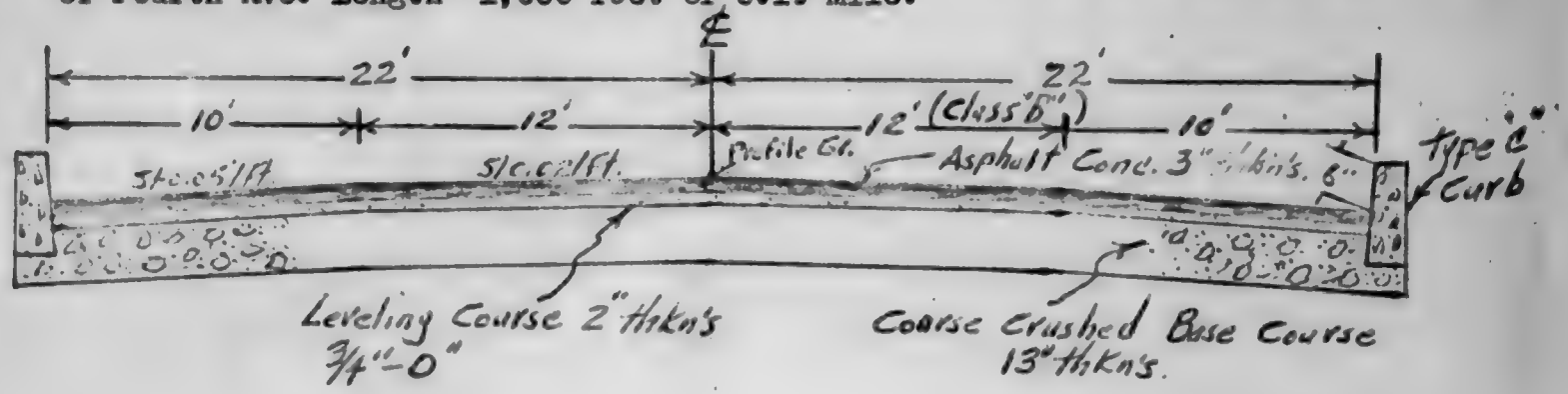
(NORTH PLAINS)

Section 1 (Main Street - Fourth Street) Date January 2, 19 69

Highway City Street - Commercial Ave. ~~in North Plains, Ore.~~ Authorization No. 1

County Washington Division I Survey Prefix 331 1441
(Assigned by Salem office)

Description of termini, route, length, etc.: On Commercial Ave., from West line of Main St. to East line of Fourth Ave. Length 1,000 feet or 0.19 Mile.



Typical Section

Purpose of survey: To perform field work, prepare plans, specifications and estimate of cost.

RECEIVED
JAN 23 1969
ENGINEER
COUNTY & CITY DIVISION

Estimate of cost:			
	Field & Office	(901)	$ 1,000.00
	Plans	(905)	400.00
	Utility	(914)	100.00

INSTRUCTIONS

Submit four copies to Salem. After approval by the State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey	$ 1,500.00
Previous authorization	
Additional authorization requested	
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

Requests made by: Lowell A. Johnston, Field Engineer

Recommended for Approval: Division Engineer

Recommended for Approval: Design [illegible] Engineer

Approved: Ass't State Highway Engineer

State Printing 27925

PROGRAM & PLAN. DIV.
P. E. APPR.
FED. - AID STATE

BEN GIFFORD

NOTED
RICHARD UNREIN

City: North Plains
County: Washington
Division No.: I
Population: 1963 --
1968 680
Previous Projects 1
Previous Amount $18,170
Last Project 1965

PROPOSED PROJECT - 1969:

Grade and pave Commercial Avenue from Main Street to Fourth Street. Provide 44' curbed street section.

Length of project: 0.19 mile.

Base design: 13" coarse crushed, 2" level course, 3" asphaltic concrete.

	S.C.A.	City	Total
Estimated Cost:	$25,000	$15,000	$40,000

Remarks:

Existing roadway is showing signs of distress from increases in traffic. This project is located in the central business district of this small city.

Recommendation: Approval recommended.

SIGNED ROUTES

INTERSTATE 5
U.S. 00
ORE. 00

LEGEND

Post Office
School
R. R. Depot
Public Bldg.
CH – City Hall
CT – Court House
A – Armory
L – Library
Street open for travel.
Street dedicated but not open
City Limits

NORTH PLAINS

WASHINGTON COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT

IN COOPERATION WITH THE
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 500

Scale in Feet

Revised August 1965

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DEC 4 1968
ENGINEER
COUNTY & CITY DIVISION

CITY OF NORTH PLAINS

RECORDER'S OFFICE

NORTH PLAINS, OREGON

December 3, 1968

NOTED
H. S. COX

County and City Division
405 State Highway Bldg.
Salem, Oregon 97310

ATTENTION: Richard Unrein

Dear Sir:

As per a special meeting of the North Plains' City Council held December 2, 1968, the Council agreed to procede with the Commercial Street improvement project and hereby wishes to inform you that the City is willing and able to pay all costs for the Commercial Street Project in excess of $25,000. (twenty-five thousand dollars) based upon a project estimate of $40,000. (fourty thousand dollars).

Thank you very much for your help in this matter.

Very truly yours,

CITY OF NORTH PLAINS

Alice Fields

Alice Fields
Recorder-treasurer

AF

NOTED
HAROLD
REYNOLDSON

NOTED
P. B. Arensmeier

NOTED
R. H. PRANGE

NOTED
RICHARD UNREIN

NOTED
MAINOR C. HOLMES

NOTED
DON HARWELL

CALL Vic MR. Bringle for joint session.

S.C.A. Investigation Data

City of NORTH PLAINS Date 8-28-68 Div. I

Population: 1968 680 1963 —

Street Commercial Ave. from Main St. to 4th St.

No. previous projects 1
Last project 1965 (year)
Total SCA funds $ 18,170
Funds/capita $ 26.72
Average/capita $ 57.58

EXISTING

Surface now in place: A.C. X Oil — Gravel — Concrete —
Surface width: 20-22 feet, Shoulder-shoulder width: 30-60 feet
C-C width: — feet, R/W width: 80' feet
Remarks: Existing surface in fairly good condition with some signs of distress, but not extensive. Traffic is moderately heavy.
Met with City Engr. Vic Bringle (consultant).

Fair project. 4/

PROPOSED

Surfacing: A.C. X Oil — Other —
Pave. width: 44' feet, Shoulder width — feet, C-C width: 44 feet
BASE DESIGN: A.C. 3" inches, Leveling 2" inches, Base 13" inches
Lime T.S.G. — inches, Blanket — inches, P.M.B.B. — inches
Length: 0.19 mile, 1010 feet. Type curb: "C"
Remarks:

ESTIMATE Item	Unit	Gross*	Price	Amount
Temp. protection & direction of traff. ($500-$1,000)	all	all	$ L.S.	$ 700.00
Clearing & grubbing	all	all	L.S.	250.00
General excavation	c.y.	4,600	1.25	5,750.00
Finishing roadbed & slopes ($1,500)	mile	.19	1,500.00	285.00
Trench excavation	c.y.	65	4.00	260.00
Watering	M-gal.	90	3.50	315.00
Level material (3/4-0)	c.y.	435	4.00	1,740.00
Base material	c.y.	2,800	3.75	10,500.00
Asphalt	ton	960	8.00	7,680.00
Binder	all	all	L.S.	880.00
Concrete inlets	each	7	160.00	1,120.00
Culvert pipe 12"	lin. ft.	310	4.00	1,240.00
Concrete curbs	c.y.	62	50.00	3,100.00

Total	$ 33870.00
Perm. signing ($100/intersection)	200.00
Flagging	50.00
Total	$ 34,070.00
Engineering & contingencies (20%)	6,814.00
Total	$ 40,884.00
City's estimated share of survey	777.00
TOTAL ESTIMATED COST	$ 41,661.00

~~$ 42,000~~ ($ 40,000)

CALL MR. Vic Bringle for joint review.

S.C.A. Investigation Data

City of NORTH PLAINS Date 8-15-68 Div. I
Population: 1968 680 1963 —
Street Commercial Ave. from Main St. to 4th St.

No. previous projects 1
Last project 1965 (year)
Total SCA funds $ 18,170
Funds/capita $ 26.72
Average/capita $ 57.58

EXISTING

Surface now in place: A.C. X Oil — Gravel — Concrete —
Surface width: 20-22 feet, Shoulder-shoulder width: 30-60 feet
C-C width: — feet, R/W width: 80' feet
Remarks: Existing surface in fairly good condition with some signs of distress, but not extensive. Traffic is moderately heavy. Met with City Engr. Vic Bringle (consultant). fair project. JC

PROPOSED

Surfacing: A.C. X Oil — Other —
Pave. width: 44' feet, Shoulder width — feet, C-C width: 44 feet
BASE DESIGN: A.C. 3" inches, Leveling 2" inches, Base 13" inches
Lime T.S.G. — inches, Blanket — inches, P.M.B.B. — inches
Length: 0.19 mile, 1010 feet. Type curb: "C"
Remarks:

ESTIMATE Item	Unit	Gross*	Price	Amount
Temp. protection & direction of traff. ($500-$1,000)	all	all	$ L.S.	$ 700.00
Clearing & grubbing	all	all	L.S.	250.00
General excavation	c.y.	4,600	1.25	5,750.00
Finishing roadbed & slopes ($1,500)	mile	.19	1,500.00	285.00
Trench excavation	c.y.	65	4.00	260.00
Watering	M-gal.	90	3.50	315.00
Level material (3/4-0)	c.y.	435	4.00	1,740.00
Base material	c.y.	2,800	3.75	10,500.00
Asphalt	ton	960	8.00	7,680.00
Binder	all	all	L.S.	880.00
Concrete inlets	each	7	160.00	1,120.00
Culvert pipe 12"	lin. ft.	310	4.00	1,240.00
Concrete curbs	c.y.	62	50.00	3,100.00

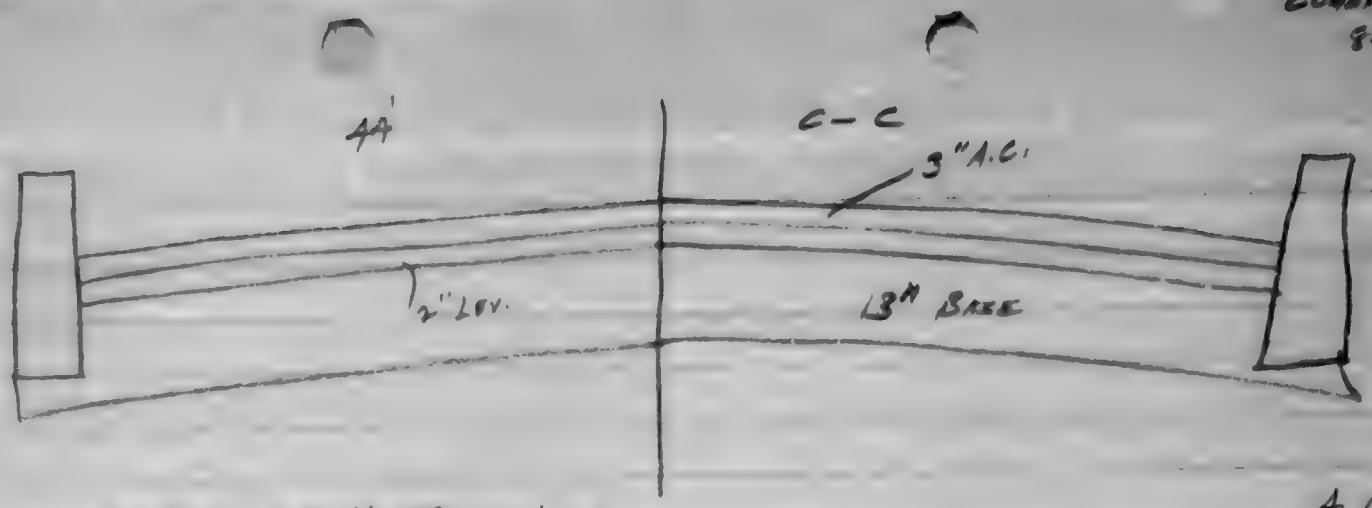
*Items include 10% allowance

Total	$ 33820.00
Perm. signing ($100/intersection)	200.00
Flagging	50.00
Total	$ 34,070.00
Engineering & contingencies (20%)	6,814.00
Total	$ 40,884.00
City's estimated share of survey	777.00
TOTAL ESTIMATED COST	$ 41,661.00

~~$ 42,000~~ ($ 40,000)

$ 22,000/mi.

N. PLAINS
COMMERCIAL AVE
8-EF-CP
41.



GEN EXC. = $\frac{2.25 \times 46.0 \times 1090 \times 1.1}{27}$ = 4,600 C.Y.

TR. EXC. = $\frac{2.5 \times 2.2 \times 310}{27}$ = 65 C.Y.

WATER = .0275 x (3,235) = 90 M-GAL.

LEV. = $\frac{.17 \times 44 \times 1090 \times 1.43}{27}$ = 435 C.Y.

BASE = $\frac{1.08 \times 44.7 \times 1090 \times 1.43}{27}$ = 2,800 C.Y.

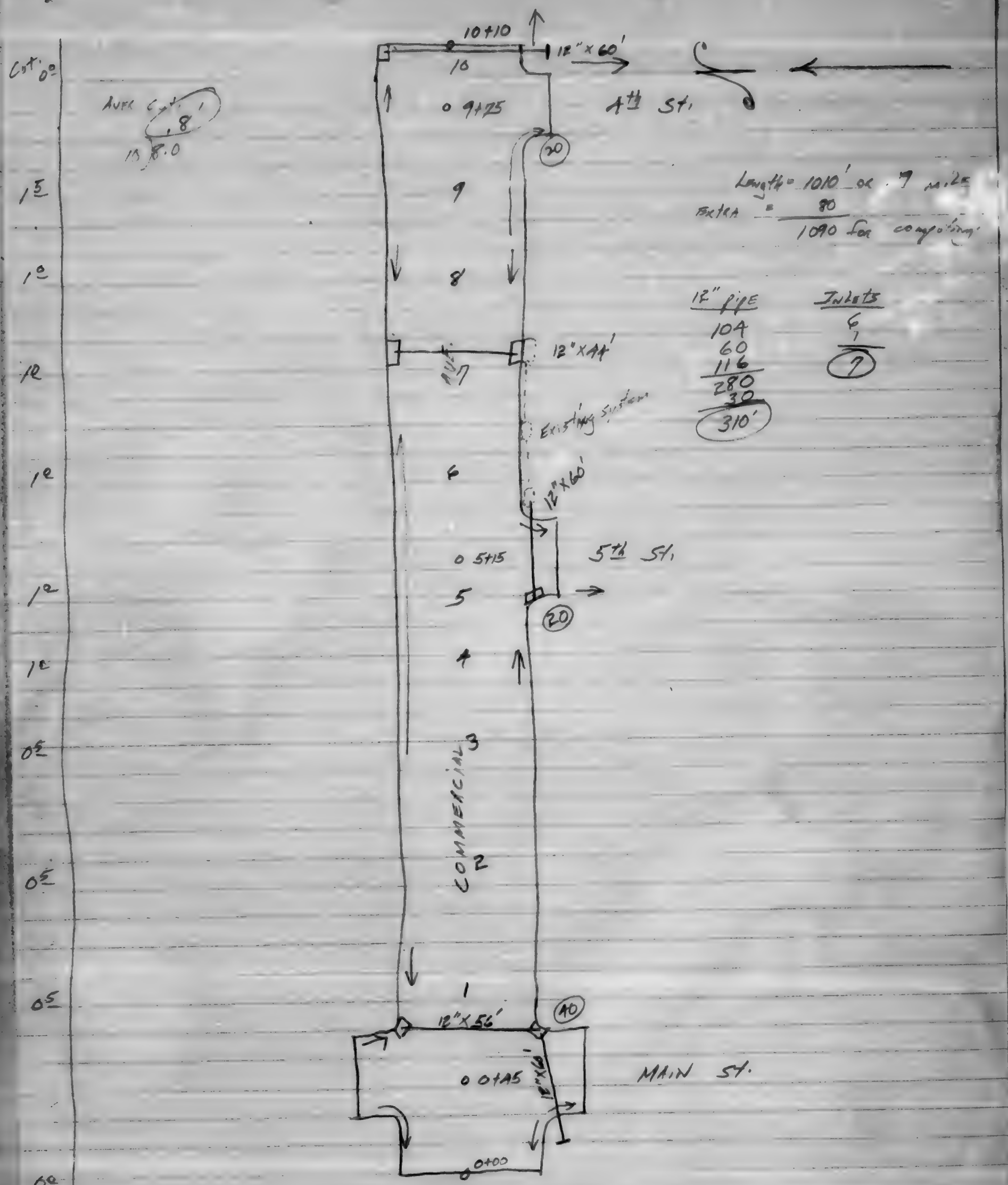
A.C. = 88.3 · X 10.9 = 960 TON

CURBS = .031 X 2,000 = 62 C.Y.

BINDER = $3,100 X .20 = $680

SURVEY EST. $2,000

$\frac{15,884}{40,884} \times 2,000 = \$777$


Cut 0'
15
10
05
05
05
05
05
05
05
0'
Aver Cut 1'
.8
15 8.0
10+10
12" x 60'
10
0 9+25
4th St.
20
9
8
12" x 44'
Fill
Existing System
6
12" x 60'
0 5+15
5th St.
5
20
4
3
COMMERCIAL
2
1
12" x 56'
40
0 0+45
12" x 16'
MAIN St.
0+00
Length = 1010' or .7 miles
Extra = 80
1090 for computing
12" pipe
104
60
116
280
30
310'
Inlets
6
1
7

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AUG 29 1968
ENGINEER
COUNTY & CITY DIVISION

RESOLUTION NO. 11

RESOLUTION ACCEPTING OFFER OF BOARD OF COMMISSIONERS OF WASHINGTON COUNTY, OREGON TO THE CITY OF NORTH PLAINS TO SURRENDER JURISDICTION OVER COUNTY ROAD NO. 631 (COMMERCIAL STREET) LYING BETWEEN FIRST STREET AND GORDON ROAD IN THE CITY OF NORTH PLAINS, WASHINGTON COUNTY, OREGON UNDER THE TERMS AND PROVISIONS OF ORS 373.270 (4).

WHEREAS, the City Council of the City of North Plains has filed with the Board of Commissioners of Washington County, Oregon a Petition and Request that the named County surrender jurisdiction of County Road No. 631 (Commercial Street) lying between First Street and Gordon Road in the City of North Plains, Oregon, and

WHEREAS, under the terms and provisions of ORS Chapter 373, the Board of Commissioners of said County have duly held a public hearing and thereafter adopted an order offering to the City to surrender jurisdiction over said County road.

NOW, THEREFORE, BE IT RESOLVED By the City Council of the City of North Plains that the City of North Plains accept, and by this Resolution the City does accept the offer of the Board of Commissioners of Washington County, Oregon to the City of North Plains to surrender jurisdiction over County Road No. 631 (Commercial Street), lying between First Street and Gordon Road in the City of North Plains, Oregon, said acceptance made in accordance with the terms and provisions of ORS 373.270 (4) so as to provide that the City of North Plains shall have the same control, power and jurisdiction over said Commercial Street as by its Charter and the laws of the State are given or granted it over any of the public streets and alleys of the City of North Plains.

INTRODUCED and PASSED THIS 17 day of June, 1968.

CITY OF NORTH PLAINS, OREGON

ATTEST:

By Alice Finn
Recorder

By John R Sanford
Mayor

R E S O L U T I O N

3-11-68

WHEREAS, under the provisions of ORS 366.800 and 366.805 there has been withdrawn from state highway funds appropriated for allocation to the several cities of the State of Oregon the sum of Two Hundred Fifty Thousand and No/100 ($250,000) Dollars, and said sum has been set up in a separate account to be administered by the State Highway Commission and to be spent each year by said Commission upon streets not a part of the state highway system, within cities, which are receiving excessive wear through sudden increases in population in the area or heavy and unusual traffic; and

WHEREAS, the City of North Plains is an incorporated city of the State of Oregon and has a population of 682 as given by the latest official census; and

WHEREAS, the following streets of said city, Commercial Avenue from Fourth Street to Main Street

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MAR 13 1968
ENGINEER
COUNTY & CITY DIVISION

are not a part or parts of the state highway system, but are streets under the jurisdiction and control of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy and unusual traffic," and

WHEREAS, said streets are and each of them is in need of repair, reconditioning, and other major improvement,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare, and resolve:

1. That the aforesaid named streets of said city are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair by reason of excessive wear through sudden increases in population in the area, or by heavy and unusual traffic.

3. That the Oregon State Highway Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues which is to be administered and spent by the Highway Commission.

NOTED
RICHARD UNREIN

(cc-50, 1959 Rev.)

4. That the City of North Plains does hereby offer to State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and therefore does designate Alice Fields, Recorder-Treasurer as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 11th day of March, 1968.

There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

- - - - - - - - - - - - - - - - - - -

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of North Plains at a regular or special meeting of said Council, held on the 11th day of March, 1968, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 11th day of March, 1968.

Alice Fields
City Recorder

NOTED
RICHARD UNREIN

(cc-50, 1959 Rev.)

NOTED
RICHARD UNREIN

CARTER, BRINGLE & ASSOCIATES
CONSULTING ENGINEERS

ELDEN W. CARTER
VICTOR A. BRINGLE
503-224-4226

1204 OREGON BANK BLDG.
319 S. W. WASHINGTON ST.
PORTLAND, OREGON 97204

March 11, 1968

State of Oregon
State Highway Department
Salem, Oregon 97310

Attention: H. S. Cox, County and City Engineer

Gentlemen:

Enclosed is one signed copy of the resolution by the North Plains City Council requesting assistance from the State Highway Department under the provisions of ORS - 366.805, Special City Allotment Fund.

Commercial Avenue is a part of Washington County Road system, However, the city council is proceeding to obtain jurisdiction of Commercial Street from the County following the procedures as outlined in ORS-373.270.

We will forward to your office the appropriate documents indicating jurisdiction of the street lying with the city when those documents and the procedure has been completed.

Yours truly,

CARTER, BRINGLE & ASSOCIATES

By Victor A. Bringle.
Victor A. Bringle

VB:df

Enclosure

cc: City of North Plains

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MAR 13 1968
ENGINEER
COUNTY & CITY DIVISION

36-1605 First St. at River St. (Newberg) 1970
Section (Traffic Signals)
#7443

CIA 3970

RECEIVED
MAY 24 1971
FOR FILING

36-1605
7443

May 21, 1971

American Insurance Co.
921 S.W. Washington Street
Portland, Oregon 97205

Gentlemen:

On April 26, 1971, we wrote to you concerning release of final payment on Contract No. 7443 awarded to Madsen and Stokes Electrical Contractors for a traffic signal installation on First Street at River Street in Roseburg in Yamhill County.

Final payment on this contract is $585.76 and the total contract amount is $9,837.20 including $17.28 for work performed under force account.

Very truly yours,

Floyd Avery, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Read, Assistant Secretary

fhm

cc Madsen and Stokes Electrical Contr.
P. O. Box 280
Roseburg, Oregon 97470

Douglas Knoll Agency
P. O. Box 730
Roseburg, Oregon 97470

Frank Morgan
Ivan Merchant
V. E. Skoog
Attn: John Herr
R. D. Asberry

RECEIVED
APR 26 1971
FOR FILING

36-1605
7443

April 23, 1971

Oregon State Highway Commission

Gentlemen:

Work was completed April 9, 1971 on Contract No. 7443. The contract was with Madsen and Stokes Electrical Contractors and was for a traffic signal installation on the First Street at River Street (Newberg) Section of the Pacific West Highway in Yamhill County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective April 23, 1971 and that you concur in this procedure at the Commission meeting on May 4, 1971.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Floyd Query
Tom Edwards
A. E. Johnson
Victor D. Wolfe
F. D. Morgan
I. D. Merchant
V. E Skoog
L. H. Young
R. D. Asburry

VG:fw

RECEIVED
SEP 29 1970

36-1605
7443

Bid 7-23

August 3, 1970

Madsen and Stokes Elec. Contr.
P. O. Box 280
Roseburg, Oregon 97470

Gentlemen:

The State Highway Commission on July 31, 1970, accepted your proposal for traffic signals on First Street at River Street in Newberg in Yamhill County for the sum of $11,370 and referred it to the State Highway Engineer with authority to award the contract as soon as the City of Newberg approves the project and deposits $6,500.

These conditions have been fulfilled, and the State Highway Engineer today awarded you the project which has been assigned Contract No. 7443.

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

sss

bc: Pacific Builder & Engineer, Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle & Portland

Frank Morgan
D. J. Barbee
Ivan Merchant
R. D. Asburry
Walter Sandquist
Wm. Geibel (SAIF)

4K
6-2-70

8440

June 5, 1970

MISC. CONTRACTS and
AGREEMENTS No. 3920

City of Newberg
414 East First Street
Newberg, Oregon 97132

Attention: M. C. Gilbert
Finance Officer

Gentlemen:

Attached for your records is a fully executed copy of an agreement for installation of traffic signals at the intersection of the Pacific Highway West and River Street.

We have retained a fully executed copy of this agreement for the Commission's files.

We assume that in the very near future we will receive a copy of the City's ordinance or resolution authorizing the Mayor and Recorder to enter into this agreement, as outlined on page 3 paragraph 5.

Rick

Very truly yours,

Floyd Quarry, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Hood, Assistant Secretary

fhm
Att.

cc F. B. Crandall
(conf. agreement attached)

RECEIVED
MAY 15 1970
COMPTROLLER

File 1
.36-1605
7443

May 15, 1970

Oregon State Highway Commission

Gentlemen:

An agreement has been negotiated with the City of Newberg for the installation of traffic signals at the intersection of the Pacific Highway West and River Street in that city.

The agreement provides that the cost of the installation shall be shared equally by the City and the State and that the City shall care for future maintenance and power consumption. The estimated cost of the installation is $12,000, and the State's share would be taken from Minor Betterment Funds.

It is recommended that you approve the agreement and authorize the Secretary to sign.

This matter will be on the agenda for your consideration at the June 2 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
V. D. Wolfe
Tom Edwards
F. B. Crandall
E. S. Hunter
H. S. Cox
J. J. Gix
R. D. Asburry
V. E. Skoog L. H. Young

VPJ:mk sr

RECEIVED
JUN 12 1970
FOR FILING

36-1665
71443

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division

May 1970

Location:

Highway: Pacific West (US99W)

Section: 1st St. @ River St. (Newberg)

County: Yamhill

Approved:

Date:

Amount:

TRAFFIC SIGNAL INSTALLATION

Estimated Contract Amount	$ 10,500.00
Anticipated Additional Items	
Estimated State Force Amount	
Engineering and Contingencies	1,500.00
Total	$ 12,000.00

Agreement has been executed
Scheduled for July 23

RECEIVED
JUN 9 1970
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

RECEIVED
APR 18 1970
FOR FILING

36:1605
7443

April 9, 1970

Mr. M. C. Gilbert
Finance Officer
City of Newberg
414 E. First Street
Newberg, Oregon 97132

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. B. Crandall
R. D. Asburry (enc.)

8329

Dear Mr. Gilbert:

In response to your letter of March 20, we have conducted a traffic signal investigation at the intersection of First and River Streets in Newberg.

Investigation discloses that the installation of traffic signals at this intersection is warranted. The estimated cost of the installation, including interconnection with the signals at the College Street intersection, is $12,000.

There are attached two copies of an agreement covering the installation of traffic signals. You will note that the City is asked to pay one-half the installation cost and care for future maintenance and power consumption.

If such an arrangement is satisfactory to City officials and if you will arrange for the execution of these agreements by the proper officials and return them to this office, we will recommend approval to the State Highway Commission.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

Attachments (2)

VPJ:ji/TE:ja

FORM E-30-X (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

April 2, 1970

To: L. E. George
ASST. TRAFFIC ENGINEER

SUBJECT: Request for Traffic Signal
First Street at River Street
City of Newberg
US99W - Hwy. 1W - M.P. 23.20
Assignment No. 8329-EDW

The above assignment is a result of a March 20 letter from Newberg Finance Officer M. C. Gilbert requesting a traffic signal installation at the intersection of First Street (US99W) and River Street.

The intersection is a right angle cross-type intersection. The highway is 56 feet in width between curbs and carries four lanes of traffic. Parking is prohibited. The northerly leg of River Street is 25 feet in width between curbs. The southerly leg of River Street is 42 feet in width between curbs. There is a park in the southeast quadrant of the intersection and a swimming pool a short distance south of the intersection. The intersection is illuminated and has a flashing beacon that flashes amber to the highway and red to River Street. The highway alignment can be considered tangent. There is an uphill grade from east to west just west of the intersection.

There is attached a 16 hour Vehicular and Pedestrian Traffic Count taken at the intersection on March 30 and 31, 1970. There were a total of 19,429 vehicles entering the intersection with 17,535 vehicles or 90% entering from US99W.

There is attached a Collision Diagram covering the intersection from 1966 through 1968 and six months of 1969. It shows that there were a total of 16 accidents in which six persons were injured. The accidents consisted of 7 rearends, 4 angles, 2 turning movements and one each sideswipe, fixed object and backing. There was only one accident within the last twelve month period that might have been prevented by traffic signals. This accident picture may not be truly representative of the intersection inasmuch as River Street has been improved within the last year or so.

There is attached a Traffic Signal Warrant Comparison sheet which compares conditions at this intersection with the minimum warrants for signalization. It can be noted that the Traffic Volume Warrants for the highway are exceeded greatly. The Side Road Volume Warrant is exceeded in the Interruption of Continuous Traffic Warrant and it is approached in the Minimum Vehicular Volume Warrant.

A check through the Traffic Engineering Division files revealed the attached Traffic Signal Timing Diagram which indicates that a pre-timed traffic signal at River Street would fit in very well with the existing pre-timed signal at College Street. Traffic from the south leg of the Hillsboro-Silverton Highway which enters US99W at M.P. 22.99 will also need help someday to enter US99W. The 1969 ADT (both directions) on this leg was 2800 vehicles. A signal at this location will also fit in fairly well to form a good progression.

The data presented does show that a traffic signal is warranted. It is, therefore, recommended that a signal be installed. The one drawback would be the approximately 900 vehicles per day making the left-turn from east to south. This could tend to block the center westbound lane.

Roger Trygstad contacted Mr. Gilbert who could add nothing to his request other than to emphasize that there are a large number of children crossing the highway at this location during the summer to use the park and swimming facilities.

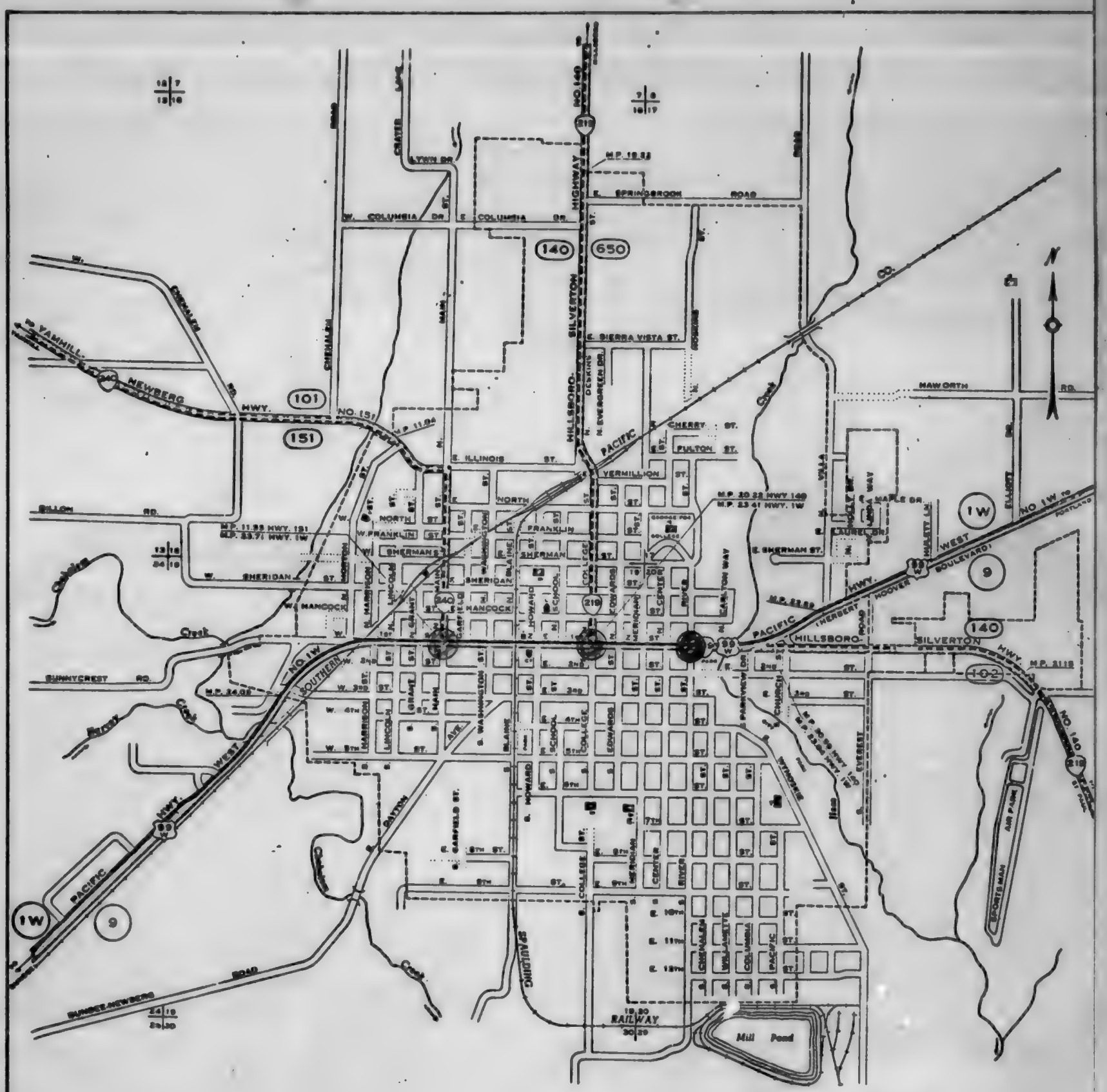
R. D. Asburry

R. D. Asburry
DIVISION ENGINEER

RDA/rdt/cg

Attach.

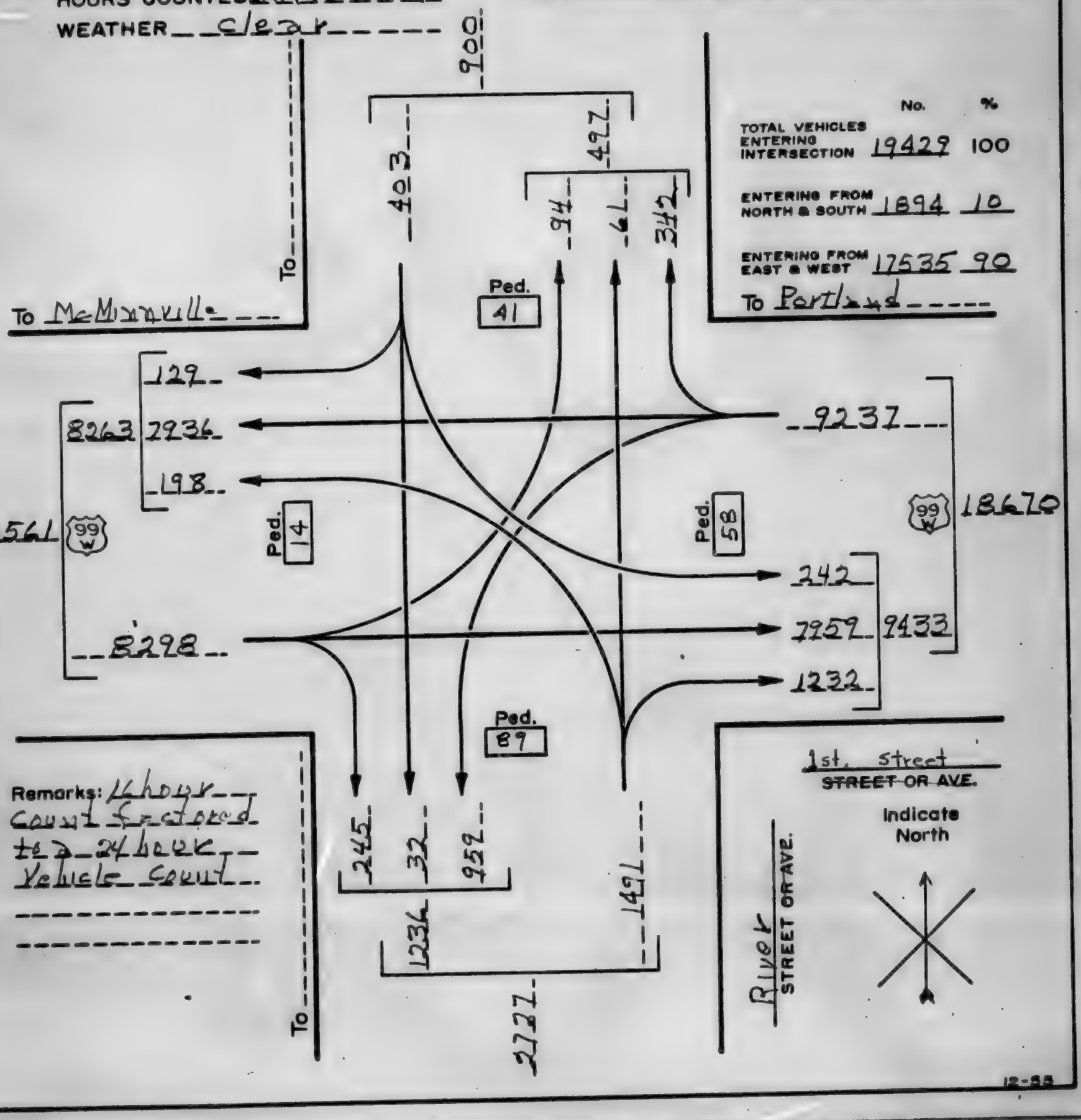
cc: F. T. Lacey


NEWBERG
YAMHILL COUNTY, OREGON
OREGON STATE HIGHWAY DEPARTMENT
Population 4,644 (1960)
Revised January 1965
HIGHWAY CLASSIFICATION
SIGNED ROUTES
LEGEND
Post Office
School
R. R. Depot
Public Bldg.
cr – City Hall
ct – Court House
a – Armory
l – Library
Street open for travel.
Street dedicated but not open.
City Limits.
INTERSTATE
U.S.
ORE.
PRIMARY
SECONDARY
OTHER
Existing Signals
Proposed Signal

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
TWENTY-FOUR HOUR VEHICULAR VOLUME

DATE March 30, 31 1970
DAY OF WEEK Monday-Tuesday
ACTUAL COUNT (VEH) 16 HRS.
HOURS COUNTED 6AM to 10PM.
PEDESTRIAN COUNT 16 HRS.
HOURS COUNTED 6AM to 10PM
WEATHER Clear

CITY OF Newberg
INTERSECTION OF Pacific Hwy West Inc.
AND River street
STATION NO.
CODE NO.
CLASSIFICATION All Vehicles



	No.	%
TOTAL VEHICLES ENTERING INTERSECTION	19429	100
ENTERING FROM NORTH & SOUTH	1894	10
ENTERING FROM EAST & WEST	17535	90

To Portland

Remarks: 16 hour count factored to a 24 hour vehicle count

12-58

Form E-49—324

OREGON STATE HIGHWAY COMMISSION
Traffic Engineering Division

SUMMARY OF TRAFFIC COUNT

Date March 30, 31, 1970
Day of week Monday Tuesday
Hours counted 6 AM to 10 PM
Weather clear

Classification All Vehicles

	TIME	SUMMARY BY MOVEMENTS												TOTAL	From North and South	Per Cent of Total	From East and West	Per Cent of Total
		North to East	East to North	North to West	West to North	North to South	South to North	East to West	West to East	East to South	South to East	West to South	South to West					
A.M.	6:00- 7:00	3	2	0	1	0	1	88	396	10	57	4	4	566	65	11	501	89
	7:00- 8:00	10	13	6	0	3	5	316	574	66	85	8	4	1090	113	10	977	90
	8:00- 9:00	15	18	0	3	0	1	387	502	42	97	9	5	1079	118	11	961	89
	9:00-10:00	11	21	13	6	1	5	423	380	32	57	9	14	973	98	10	875	90
	10:00-11:00	13	21	6	9	3	4	421	409	32	60	10	9	997	95	10	902	90
	11:00-12:00	12	14	7	7	3	1	478	461	48	56	3	11	1105	94	9	1011	91
P.M.	12:00- 1:00	9	19	10	10	0	5	454	434	40	54	17	12	1064	90	8	974	92
	1:00- 2:00	23	11	12	6	2	7	457	435	47	64	10	13	1087	121	11	966	89
	2:00- 3:00	15	23	9	1	3	5	500	535	54	58	17	13	1232	102	8	1130	92
	3:00- 4:00	15	25	5	5	5	4	439	564	78	71	6	9	1427	107	7	1320	93
	4:00- 5:00	12	34	11	11	4	2	503	615	104	128	25	13	1761	170	10	1591	90
	5:00- 6:00	17	26	7	6	1	2	603	561	107	122	23	18	1706	169	10	1537	90
	6:00- 7:00	20	23	10	5	2	6	496	502	79	72	25	16	1262	126	10	1136	90
	7:00- 8:00	15	20	8	5	4	3	391	345	50	84	19	14	958	128	13	830	87
	8:00- 9:00	10	23	4	1	2	1	318	293	59	37	18	13	779	67	9	712	91
	9:00-10:00	14	18	9	6	2	3	236	219	23	18	20	12	577	58	10	519	90
	10:00-11:00																	
	11:00-12:00																	
	12:00- 1:00																	
	1:00- 2:00																	
	2:00- 3:00																	
	3:00- 4:00																	
	4:00- 5:00																	
	5:00- 6:00																	
	24-Hour total .	242	342	129	94	32	61	7936	7959	959	1232	245	198	19429	1894	10	17535	90
	16-Hour total .	226	311	117	85	29	55	7216	7236	872	1120	223	180	17663	1721	10	15942	90
	__-Hour total .																	
	Control . . .																	
	Factor . . .																	

Tabul
Compu
Check
Check

River St. is North and South

Pacific Hwy West #1W St. is East and West

* STATE PRINTING DEPT.

OREGON STATE HIGHWAY COMMISSION
Traffic Engineering Division

SUMMARY OF TRAFFIC COUNT

City of Newberg

Intersection Pacific Hwy West (Hwy 99W) / River Street

Station number

Code number

Classification All Vehicles

Entering Volumes

South to East	West to South	South to West	TOTAL	From North and South	Per Cent of Total	From East and West	Per Cent of Total	SUMMARY BY LEGS: North	East	West	South	PEDESTRIANS USING CROSSWALKS: North (Left Side / Right Side)	East (Left Side / Right Side)	West (Left Side / Right Side)	South (Left Side / Right Side)
57	4	4	566	65	11	501	89	3	100	401	62			2	1
85	8	4	1090	113	10	977	90	19	395	582	94		2	2	9 2
97	9	5	1079	118	11	961	89	15	447	514	103	2 1	2 2	1	4 3
57	9	14	973	98	10	875	90	22	480	395	76	1 4		1 4	2
60	10	9	997	95	10	902	90	22	474	428	73	1 1		1	2 1
56	3	11	1105	94	9	1011	91	26	540	471	68	2 1	1	6	11
54	17	12	1064	90	8	974	92	19	513	461	71	1 2	1 2		2
64	10	13	1087	121	11	966	89	37	515	451	84	1 4	2	5	4 2
58	17	13	1232	102	8	1130	92	26	577	553	76	2	1	2	2 3
71	6	9	1427	107	7	1320	93	23	742	578	84	9		12 3	11 4
128	25	13	1761	170	10	1591	90	27	941	650	143	2 2	1	2 3	6
122	23	18	1706	169	10	1537	90	27	941	596	142	3		7 3	3 1
72	25	16	1262	126	10	1136	90	32	598	538	94			1 1	4 1
84	19	14	958	128	13	830	87	27	461	369	101				3 2
67	18	13	779	67	9	712	91	16	400	312	51	2	2		1
118	20	12	577	58	10	519	90	25	274	245	33				2
1232	245	198	19429	1847	10	17535	90	403	9237	8298	1491				
1120	223	180	17663	1721	10	15942	90	366	8398	7544	1355	26 15	8 6	35 23	45 47

Tabulated by

Computed by

Checked by

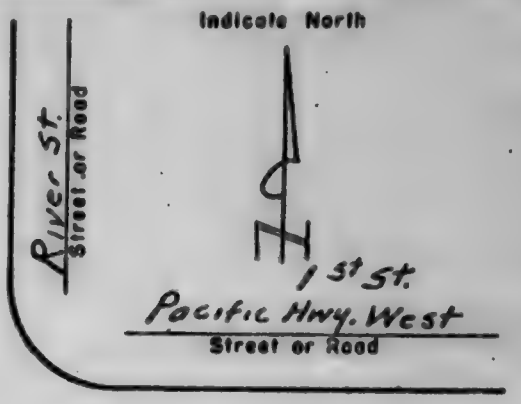
Checked by

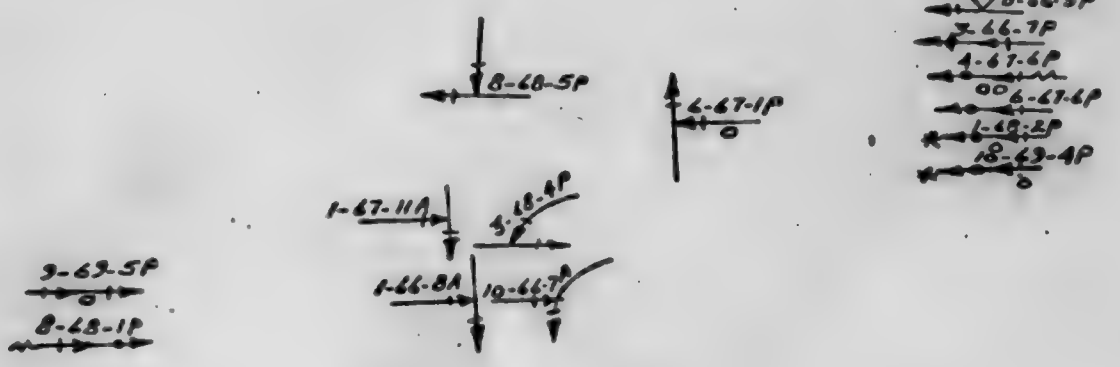
Oregon State Highway Department
Traffic Engineering Division
Accident Analysis
COLLISION DIAGRAM

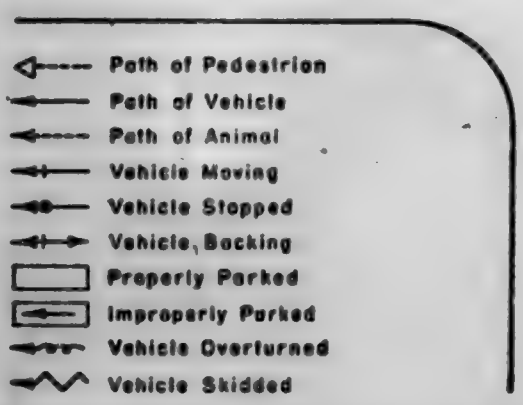
City of Newberg County Yamhill
Intersection of Pacific Hwy. West and River St.
Highway Number 1W (US99W) M.P. 23.20
Period Covered 1-1-66 to 10-31-69
Compiled by VB Drawn by _____ Date 4-1-70

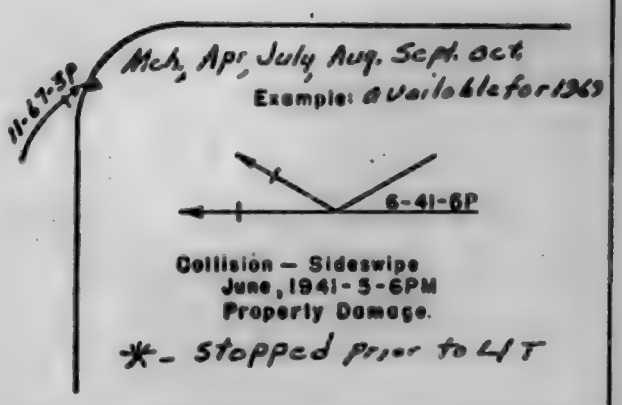
LEGEND

- Person Killed
- Pedestrian Killed
- Person Injured
- Pedestrian Injured
- Property Damage Only
- Collision – Rear-end
- Collision – Head-on
- Collision – Sideswipe









Collision Type	1966				1967				1968				6 Mos. 1969				Total			
	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total
Angle			1	1		1	1	2			1	1						1	3	4
Head-on																				
Rear-end			1	1		1	1	2		1	1	2		2		2		4	3	7
Sideswipe			1	1															1	1
Turning Movement			1	1							1	1							2	2
Parking																				
Non-collision																				
Fixed Object							1	1											1	1
Pedestrian																				
Backing											1	1							1	1
Misc.																				
TOTAL			4	4		2	3	5		1	4	5		2		2		5	11	16

Form E-250 — 2M — 11-45

PACIFIC HIGHWAY WEST AT RIVER STREET

NEWBERG

Division II
TRAFFIC SIGNAL WARRANT COMPARISON*

Item	Observed Conditions	Minimum Warrant
Minimum Vehicular Volume Warrant:		
Average Hourly Volume on Major St.-Max. 8 hrs. (Total of both approaches)	1201	350
Average Hourly Minor Street Volume-Same 8 hrs. (Highest hourly volumes from either approach)	97	105
Interruption of Continuous Traffic Warrant:		
Average Hourly Volume on Major St.-Max. 8 hrs. (Total of both approaches)	1201	630
Average Hourly Minor Street Volumes-Same 8 hrs. (Highest hourly volumes from either approach)	97	53
Minimum Pedestrian Volume Warrant:		
Average Hourly Volume on Major St.-Max. 8 hrs. (Total of both approaches)	1201	420
Average Hourly Ped. Volume Across Major St.-Same 8 hrs. (Highest volume crosswalk)	7	105
Accident Experience Warrant:		
Preventable Accidents (Last 12 months)	1	5

*The hourly warrants are those prescribed in the National Manual on Uniform Traffic Control Devices for Streets and Highways.

KEUFFEL & ESSER

TRAFFIC SIGNAL TIMING DIAGRAM
Pacific Highway No. 4 — Newberg
60-Second Cycle

Distance in Feet

2700
2400
2100
1800
1500
1200
900
600
300
0

River Rd.
Meridian
College
Howard
Washington
Main

25 MPH
21 MPH

33" 3" 24" 33" 3" 24"
24" 33" 3" 24"
33" 3" 24" 33" 3" 24"
33" 3" 24" 33" 3" 24"

0 20 40 60 80 100 120

Time in Seconds

RECEIVED
MAR 24 1970
TRAFFIC ENGINEERING

CITY OF NEWBERG

414 EAST FIRST STREET
TELEPHONE 538-3921
NEWBERG, OREGON 97132

March 20, 1970

Mr. H. S. Cox, County & City Engineer
Oregon State Highway Department
Highway Building
Salem, Oregon 97310

Dear Mr. Cox:

We have had many requests for a traffic control light installation at First and River Streets.

The improvement of River Street this past year has caused an increase in traffic use at this intersection. Traffic to and from the paper mill causes a traffic congestion at the intersection, especially during shift changes. In addition this is a crossing used quite extensively by school children, and during summer months by people using the park and swimming facilities.

We would request a cooperative procedure between the City and the State on this traffic light installation.

Very truly yours,

M. C. Gilbert
Finance Officer

Dud 6-22-70

MCG/je

MAR 23 1970
ENGINEER
COUNTY & CITY DIVISION

3-23-70.
Copy to Tom Edwards

RECEIVED
MAR 23 1970
OFFICE OF
STATE HIGHWAY ENGINEER

18-1148 Weyerhaeuser Road Section, of Green Springs Hwy., SW of Klamath Falls (Grad & Pav.) 1970

#7444

MR 508
CIT 4181

36
4636

FILED
JAN 10 1972
CLAY MYERS
SECRETARY OF STATE

18-11148
7444

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

January 7, 1972

Wicco Chemical Corporation
1800 Avenue of the Stars
Century City
Los Angeles, California 90067

NOTED ON CARD
1-18-72 BL

Gentlemen:

This is to acknowledge receipt of your letter of December 29, 1971, concerning your claim filed against Garrett and Thomas Construction Company and Klamath Rock Products for road oil in the amount of $3,316.55 on State Highway Contract No. 7444 in Klamath County.

This claim was filed with the Secretary of State on December 7, 1971, and was assigned his File No. 4636.

As requested, we will change the amount of your claim from $3,316.55 to $19,150. We are making this correction in our records, and we will advise all other interested parties of the receipt of your letter.

Very truly yours,

ORIGINAL SIGNED
FLOYD QUERY

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cc United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, Washington 98401

Garrett and Thomas Construction
Route 1, Box 676
Dallas, Oregon 97338

RECEIVED
JAN 12 1972
STATE HIGHWAY COMMISSION

bc Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

NOTED
C. W. HEAD

Witco Chemical

December 29,1971

Mr. Floyd Query,Secretary
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Query:

Thank you for your letter of December 6th acknowledging receipt of our letter of November 29th wherein we advised that Witco Chemical Corporation has a claim for road oil grade 60/70 furnished by Garrett and Thomas Construction Co., Dallas,Oregon and Klamath Rock Products, Balsam Drive,Klamath Falls,Oregon in the sum of $3,316.55 against the bond taken from United Pacific Insurance Co., 700 N.E. Multnomah, Portland,Oregon for the work of Highway 66 - 3 miles west of Klamath Falls Contract #7444.

Please be advised that we are amending the sum of $3,316.55 to show that only $19,150.00 remains unpaid against this contract.

We will advise you as soon as payment is received.

Sincerely yours,

GF:jk

WITCO CHEMICAL CORP.

By G. Furbel

RECEIVED
JAN 6 1972
OREGON
STATE HIGHWAY COMMISSION

NOTED
FLOYD QUERY

Witco Chemical Corporation
1800 Ave. of the Stars, Century City, Los Angeles, California 90067

Area Code 213 Telephone 277-4511

Claim 4436

FILED
DEC - 7 1971
CLAY MYERS

RECEIVED
DEC 7 8 55 AM '71
SECRETARY OF STATE

RECEIVED
DEC 29 1971
FOR FILING

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

18-1142

7414

December 6, 1971

Mitco Chemical Corporation
Golden Bear Division
1900 Avenue of the Stars
Century City
Los Angeles, California 90067

NOTED ON CARD
RL 12-17-71

Gentlemen:

This is to acknowledge receipt of your letter of November 29 advising us that Garrett and Thomas Construction and Klamath Rock Products owes you for road oil in the amount of $3,316.55.

From the description given in your letter this appears to be in connection with the Garrett and Thomas Construction Contract No. 7444 for work on the Weyerhaeuser Road Section of the Green Springs Highway in Klamath County.

The United Pacific Insurance Company furnished the performance bond on his contract. We will advise them of the receipt of your claim letter and we will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

Very truly yours,

ORIGINAL SIGNED
FLOYD QUERY

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cc Garrett and Thomas Construction
United Pacific Insurance Company

Commission
Hon. Clay Myers - Please acknowledge receipt of attached claim on the enclosed copy of this letter.

NOTED
C. W. HEAD

Witco Chemical

November 29, 1971

Oregon State Highway Commission
State Highway Building
Salem, Oregon 97310

Attention: Secretary's Office

Gentlemen:

Notice is hereby given that the undersigned Witco Chemical Corporation has a claim for road oil Grade 60/70 furnished by Garrett and Thomas Construction Co., Dallas, Oregon and Klamath Rock Products, Balsom Drive, Klamath Falls, Oregon in the sum of $3,316.55 against the bond taken from United Pacific Insurance Co., 700 N.E. Multnomah, Portland, Oregon for the work of Highway 66 - 3 miles west of Klamath Falls Contract #7444.

GF:jk

WITCO CHEMICAL CORP.

By Harry Isbell

NOTED
FLOYD QUERY

RECEIVED
DEC 1 - 1971
STATE HIGHWAY COMMISSION

Witco Chemical Corporation, Golden Bear Division
1800 Ave. of the Stars, Century City, Los Angeles, California 90067

Area Code 213 Telephone 277-4511

RECEIVED
SEP 28 1971
FOR FILING

18-1148
7444

September 23, 1971

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

On September 16, 1971, we wrote to you concerning release of final payment on Contract No. 7444 awarded to Garrett and Thomas Construction for work on the Weyerhaeuser Road Section of the Crown Springs Highway in Klamath County.

Final payment on this contract is $627, and the total contract amount is $243,277.80, including $4,204.05 for work performed under force account.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

dr

cc Garrett and Thomas Construction
Route 1, Box 676
Dallas, Oregon 97338

bc J. F. Putnam
Frank Morgan
Ivan Merchant
V. E. Skoog
Attn: John Herr

RECEIVED
SEP 16 1971
FOR FILING

18-1148
7444

September 15, 1971

Oregon State Highway Commission

Gentlemen:

Work was completed July 26, 1971 on Contract No. 7444. The contract was with Garrett and Thomas Construction and was for grading and paving on the Weyerhaeuser Road Section of the Green Springs Highway in Klamath County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective September 15, 1971 and that you concur in this procedure at the Commission meeting on October 19, 1971.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Floyd Query
Tom Edwards
A. E. Johnson
V. D. Wolfe
F. D. Morgan
I. D. M rchant
V. E. Skoog
L. H. Young
J. F. Putnam

VG:fw

RECEIVED
OCT 11 1971
FOR FILING

18-1148

7444

#4

September 10, 1971

Garrett and Thomas Construction
Route 1, Box 676
Dallas, Oregon 97338

Gentlemen:

The State Highway Commission at its meeting on September 8, 1971, considered your second request for an extension of time of 37 days on Contract No. 7444 for work on Joyntheuser Road Section of the Croom Springs Highway in Klamath County.

Careful consideration was given to the reasons you submitted. However, in light of the available facts and the provisions of the contract, the Commission granted you an extension of 10 calendar workdays without assessment of liquidated damages.

If there are pertinent facts which have not yet been considered, you should contact the Resident Engineer, the Regional Engineer, or the Construction Engineer in the Salem Office.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

hl

bc F. D. Morgan
V. E. Skoog
J. F. Putnam
E. J. Dunn

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7444 Contractor Garrett & Thomas Construction

Highway Green Springs

Section Weyerhaeuser Road

Kind of Work Grading & Paving

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED**. The reasons for such recommendation are as follows:

Recommend a total of 10 calendar workdays for A.C. bid item overrun, Price Agreements 1 and 2 and two pipe bid item overruns.

Recommended for Approval:

J. F. Buttram
Division Engineer

Construction Engineer or Bridge Engineer

State Highway Engineer

Contract No.	7444
Project designation	State (State-Federal)
Date awarded	July 31, 1970
Work started	August 25, 1970
Per cent completed	80 7/15/71 (Date)
No. of *Calendar Workdays Allowed	200
No. of *Calendar Workdays Used	242
No. of Added *Calendar Workdays Requested	57

SP**0250-704

B-230 (Rev.)—5M—8-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date July 11, 19 71

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 200 days to 250 days, within which to complete our Contract No. 7444, without the assessment of liquidated damages. The said contract is described as follows:
Grading & Paving Weyerhaeuser Section Green Springs Hwy Klamath Falls, Oregon

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

See Attached Sheet

Respectfully submitted,

Garrett & Thomas Construction
Contractor

By Lawrence E. Garrett

CONSENT OF SURETY

Date July 15, 19 71

We, UNITED PACIFIC INSURANCE COMPANY

, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Attorney-in-fact

(SEAL)

Donald W Biggs
Resident Agent

GARRETT & THOMAS CONSTRUCTION

ROUTE 1, BOX 676
DALLAS, OREGON 97338
PHONE 623-2430

During the entire period March 1, 1971 through April 11, 1971 no work could be accomplished because of the following reasons.
Rain, Snow and freezi..g above normal intensity prevailed during this time to a degree of complete saturation of subgrade, which also added to the already aoove normal high water level in the subgrade foundation. Water level was within 4 feet finished subgrade elevation in some areas of the subgrade.
After conversing with Mr E.J. Dunn resident Engineer it was aggreed some work would be attempted, April 12,1971 at which time some cleanup work was done. Subgrade was still to saturated to do earth work. On April 15,1971 some grading was attempted with very little success, because of the moisture as stated before. On April 20,1971 Rain, subgrade to wet no work. April 21,22, some hauling was done, work discontinued for 3 days because the subgrade foundation was giving away, becasue of the moistnre as was mentioned brfore. May 3, 1971 Cloudburst of rain and hail. Work discontinued May 4,1971 through May 9,1971. May 30,31,1971 Cloudburst of rain and hail no grading could be done, June 1 through June 6, 1971 because of the reason stated above, after confering with the subcontractor and the inspector on the job, it was aggreed we would lay some C T B on June 8,1971 with the understanding we were to leave or skip certain portions of the grade, because areas did not pass compaction tests requirement reason being wetness of the subgrade foundation.
We believe the surfacing was begun at the earliest date possible because of the subgrade foundation problem over which we had no control.
The periods of time lost as stated totals 57 days.
We believe this time was lost because of an act or acts of God, and that we have made every affort possible to complete the project in the contract time.

FORM E-20

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 11, 1971

SUBJECT: Weyerhaeuser Road Section
Contract No. 7444
Request for Time Extension

To:

Mr. A. E. Johnson
Assistant State Highway Engineer
BUILDING

Garrett and Thomas Construction has made a second request for extension of the contract time on this project requesting 57 days more because of the weather in the spring of 1971. An earlier request for time extension by this contractor was declined by the Highway Commission at their June 22 meeting.

This project included about 58,000 cubic yards of grading (on an embankment in place basis) plus CTB and 3,900 tons of A.C. for building .92 ~~9.2~~ miles of new roadway. The time day count started August 15, 1970. The first work started August 25, 1970 or 10 days later. This was prime time and should not have been wasted. At the time bids were opened, we had expected that the grading could be performed in the remainder of the 1970 season. The contractor worked about a month with only two scrapers and at times the grading was further slowed by breakdowns. It was not until September 26 that a third scraper was brought to the project. The usual adverse fall weather started setting in by late October with the grading and drainage 82 percent done.

The contract items overall are expected to underrun about 1 percent. However, the A. C. item overran 640 tons, which based on actual rates of production, would justify 2 days time extension.

Two Price Agreements could also be considered justification for extension; namely, Price Agreement No. 1 which added 140 feet of perforated pipe and Price Agreement No. 2 covering removal of some soft subgrade spots (676 cubic yards). These two Price Agreements together could justify 3 days extension.

Overruns of two pipe bid items (350 feet of 12-inch and 174 feet of 15-inch) would also justify 2 additional days extension.

The above reasons justify a total of 7 days extension which expands to 10 days on a calendar workdays basis. We still do not believe the spring weather was so unusual as to justify extension. We cannot recommend extension for all the liquidated damage time due to the poor record of progress during the earlier stages of the job. The Regional Engineer recommended only 3 work-days extension. His report is attached.

The contract was completed July 26, 1971 with 53 days liquidated damages accrued at $100 per day. The recommended 10-day extension will still leave 43 days or $4,300 liquidated damages in effect. The engineering on this project will overrun on the order of 50 percent.

This was a State project. A rough draft letter to the Highway Commission is enclosed.

F. D. Morgan
Construction Engineer

By John A. Bond
John A. Bond
Construction Administration Engineer

JAB:fw
Enc.
cc V. L. Gallagher

RECEIVED
AUG 11 1971
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30

Routing

Morgan — Pease — Swan — Glenn — Litchfield — Gallagher — Stein

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

RECEIVED
AUG 6 1971
CONSTRUCTION DIVISION

Bend, Oregon 97701
August 5, 1971

SUBJECT: Request for Time Extension
Weyerhaeuser Road
Contract No. 7444
Klamath County

To: F. D. Morgan
Construction Engineer
Salem

Herewith is a second request from the contractor on the subject project for an additional 57 days to complete the project without assessment of liquidated damages. Also enclosed is a copy of the letter of transmittal from Resident Engineer E. J. Dunn.

Mr. Garrett again states the reason for his request is due to weather conditions; however, he states it in terms of saturated subgrade.

Mr. Dunn advises me that soft spots were dug out and replaced, allowing the contractor to continue with a minimum of delay, and that no attempt was really made to proceed with the work. Never at any time was consideration given by Mr. Dunn to issue a Stop Work Order due to the condition of the grade when equipment and manpower were on hand to do the work. All of the assessments as to inability to work were made by the contractor.

Attached to this letter is a weather summary of the period which Mr. Garrett states he was unable to work. This project was awarded on July 31, 1970, with 200 calendar work days allowed to complete the job. This amount of time is more than ample for 58,000 yards of grading and approximately 4,000 tons of asphaltic concrete. In my opinion, if the project had been worked expeditiously, it could have been completed in the Fall of 1970.

As the specifications are quite clear that normal weather conditions are not a reason for granting additional time, I recommend the rejection of the request. However, the asphaltic concrete overran approximately 640 tons, and at the rate of 400 tons a day which he was laying, consideration could be given for an additional one day for this work. I limit this to one day, as the plant is capable of producing 1,600 tons. Also, the 12" pipe overran 350 feet, and the 15" pipe overran 174 feet, due to the need of irrigation and road approach changes. This additional pipe could be the basis for another additional day of time.

(Continued)

A price agreement was submitted and approved for the placement of 140 feet of perforated drain pipe to drain a spring from under the subgrade. Approximately one day's time was lost in grading in this area, due to the problem; therefore, an additional day could be granted. I, therefore, recommend that the contractor be granted three days without liquidated damages, due to the slight overrun and the extra work involved above.

J. F. Putnam
Regional Engineer

JFP:ca
Attachments
cc: E. J. Dunn

RECEIVED
AUG 18 1971
FOR FILING

18-1148
7444

August 17, 1971

Oregon State Highway Commission

Request for Extension of Time
No. 4
September 7, 1971 meeting

Gentlemen:

Garrett and Thomas Construction, contractor on the Weyerhaeuser Road grading and paving project on the Crown Springs Highway in Klamath County, Contract No. 7444, has made a second request for extension of the contract time on this project requesting 57 days were because of the weather in the spring of 1971. An earlier request for time extension was declined at your meeting of June 22, 1971.

The spring weather was not so unusual as to justify extension. However, there was an overrun in the AC item which based on actual rates of production justifies two days' extension. Two Price Agreements were added covering perforated pipe and removal of some soft subgrade spots which justify three days' extension. Overruns of two pipe bid items also justify two additional days. This seven workdays expands to 10 days on a calendar workday basis.

I recommend extension for 10 calendar workdays. The contract was completed July 26, 1971 with 53 days liquidated damages accrued at $100 per day. The recommended 10-day extension will still leave 43 days liquidated damages in effect. This was a State project.

This matter will be on the agenda for your consideration at the September 7 meeting.

Very truly yours,

R. L. Porter
State Highway Engineer

JAB:fw kw

cc Floyd Query
Tom Edwards
A. E. Johnson
Victor Wolfe
F. D. Morgan
L. H. Young
V. E. Skoog
J. F. Putnam

18-1148
7444

FORM C-1 (REV 12-66)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Weyerhaeuser Road		WEEK ENDING: August 14, 1971
		SECTION PREFIX: 18-1148
HIGHWAY: Green Springs		COUNTY: Klamath
NAME OF JOB: Weyerhaeuser Road	KIND OF WORK: Grading and Paving	
CONTRACTOR: Garrett & Thomas Const.	CONTRACT NUMBER: 7444	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: July 31, 1970	DATE WORK STARTED: August 25, 1970	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: SUPERVISION:	SPECIFIED WORK DAYS / SPECIFIED CALENDAR DAYS: 200 Work	WORK DAYS USED: Work / CALENDAR DAYS USED: 253
	SPECIFIED COMPLETION DATE:	PERCENT OF TIME ELAPSED: 127
PROJECT AUTHORIZATION: $ 287,365.54	ENGINEERING AUTHORIZATION: $ 22,786.69	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 98
EXCLUSIVE OF ENGINEERING: $ 264,578.85	Exp. this week 520.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: Inc. Eng. 102
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 257,861.29	ENGINEERING COST TO DATE: $ 34,925.00	DATE PROJECT WAS COMPLETED: July 26, 1971
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN: 2.5 %	PERCENT OF AUTHORIZATION: 153 %	

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	Box Culverts	Seeding & G
100	100	100	100	100	100 Agg in Base	100	Guide Posts
			GRADING	SURFACING	~~MAINTENANCE~~ STOCKPILE	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT			0.92	0.92		0.92	0.92
MILES PARTIALLY COMPLETED							
MILES COMPLETED			0.92	0.92	0.92	0.92	0.92
TOTAL ESTIMATED QUANTITIES (CONTRACT)			58,400 CY	720T-13,070T	3,130 T	20T - 3T	250T-3,900T
TOTAL QUANTITIES CORRECTED TO DATE			54,870 CY	452T-11,680T	2,950 T	68T - 0T	265T-4,538T
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE			"	" "	"	" "	" "
AVERAGE DAILY QUANTITIES							
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME							
NUMBER OF SHIFTS PER DAY							
HOURS PER SHIFT							

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	Calendar Workdays	CAUSE OF DELAY
SUNDAY	Clear-Warm			0	
MONDAY	" "			0	
TUESDAY	" "			0	
WEDNESDAY	" "			0	
THURSDAY	" "			0	
FRIDAY	" "			0	
SATURDAY	" "			0	

Routing
Warren
Decker
Bond
Walker
Boehme
Johnsen

RECEIVED
AUG 16 1971
CONSTRUCTION DIVISION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Project was completed July 26, 1971.

Semi-Final was submitted to Regional Office August 11, 1971

This is the last weekly report for the project.

cc: Const. (2)
Div. (1)
File (1)

SIGNED L. J. Dunn LOCATION Klamath Falls

PLEASE SUBMIT 3 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 4 COPIES.

RECEIVED
JUL 21 1971
FOR FILING

18-11448
7444

(5)

June 23, 1971

Garrett and Thomas Construction
Route 1, Box 676
Dalles, Oregon 97338

Gentlemen:

The State Highway Commission at its meeting on June 22, 1971, considered your request for an extension of 30 days on Contract No. 7444 on the Weyerhaeuser Road Section of the Green Springs Highway in Klamath County.

Careful consideration was given to the reasons you submitted. However, in light of the available facts and the provisions of the contract, the Commission denied your request.

If there are pertinent facts which have not yet been considered, you should contact the Resident Engineer, the Regional Engineer, or the Construction Engineer in the Salem Office.

Very truly yours,

Floyd Cuzzy, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn:dr

cc F. D. Morgan
V. E. Skeog
J. F. Putnam
E. J. Dunn

RECEIVED
JUN 1 - 1971
FOR FILING

18-1148
7444

June 1, 1971

Oregon State Highway Commission

Request for Extension of Time
No. 5
June 22, 1971 meeting

Gentlemen:

Garrett and Thomas Construction, contractor on the Weyerhaeuser Road grading and paving project on the Green Springs Highway in Klamath County, Contract No. 7444, has requested a 30-day extension of the contract time. The contractor cites adverse weather conditions as a reason for an extension.

Bids were received on this project on July 23, 1970, and the calendar workday count started August 15, 1970 with 200 calendar workdays allowed recognizing normal seasonal limitations to be expected. We cannot confirm that weather has been so unusual as to justify extension of time.

The present outlook is that the project will be completed by the end of June. After June 1, liquidated damages will accrue at the rate of $100 per day. This is a State project.

I recommend that the request be denied.

This matter will be on the agenda for your consideration at the June 22 meeting.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Floyd Query
Tom Edwards
A. E. Johnson
V. D. Wolfe
V. E. Skoog
F. D. Morgan
L. H. Young
J. F. Putnam

JAB:fw sr

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 744 Contractor Garret and Thomas Construction

Highway Green Springs

Section Weyerhaeuser Road

Kind of Work Grading and Paving

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** ~~GRANTED~~. The reasons for such recommendation are as follows:

Recommend denial.

Recommended for Approval:

Division Engineer

for Construction Engineer or Bridge Engineer

Assistant State Highway Engineer

Contract No.	744
Project designation	State (State-Federal)
Date awarded	July 31, 1970
Work started	August 25, 1970
Per cent completed (Calendar)	46 — 5/18/71 (Date)
No. of Workdays Allowed (Calendar)	200
No. of Workdays Used (Calendar)	187
No. of Added Workdays Requested	30

SP*0200-734

B-600 (Rev.)—GSL—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date April 31, 19 71

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 200 days to 230 days, within which to complete our Contract No. 7444, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Due to adverse weather conditions unable to perform work on project from Dec 1, 1970 to March 1971.

Respectfully submitted,

Garratt & Thomas Construction
Contractor

By Laurence E. Garratt

CONSENT OF SURETY

Date May 11, 19 71

We, United Pacific Insurance Co., as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Lois T. Beauchamp
Attorney-in-fact

(SEAL)

Donald W. Bigg
Resident Agent

FORM E-50

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 26, 1971

To:

Mr. A. E. Johnson
Assistant State Highway Engineer
BUILDING

SUBJECT: Weyerhaeuser Road Section
Contract No. 7444
Request for Time Extension

Garrett and Thomas Construction request a 30-day extension of the contract time on this project because of adverse weather conditions. Bids were received July 23, 1970 and the calendar workday count started August 15, 1970 with 200 calendar workdays allowed. This anticipated an early June, 1971 completion.

We note that the contractor got a rather slow start and lost 10 days of prime time in August last year. Since the time is on a calendar workday basis, the three winter months December through February were not counted.

Although work could not resume on March 1, 1971, this is not necessarily a valid reason for extension of the contract time. We are not aware of any unusual weather to the extent that extension could be justified. Work resumed April 8 on the grade. Crushing of the A.C. aggregate did not start until April 29, and the CTB aggregate was crushed later. Present outlook is that the project will be complete by the end of June. After June 1, liquidated damages will accrue at the rate of $100 per day.

We recommend that the request be denied. This was a State project. A rough draft of a letter to the Highway Commission is attached.

F. D. Morgan
Construction Engineer

By
John A. Bond
Construction Administration Engineer

NOTED
A. E. JOHNSON

JAB:fw
Enc.
cc V. L. Gallagher

RECEIVED
MAY 27 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 4 - 1971

FOR FILING

18-1948
7444

Salem, Oregon
April 1, 1971

Agenda Item 4m
March 30 Commission meeting

Mr. F. D. Morgan
Construction Engineer

Attention: Ted Litchfield

MISC. CONTRACTS and AGREEMENTS No. 4781

As requested, attached for sending to Plevna District Improvement Company is a fully executed copy of an agreement covering adjustment of its facilities due to construction of Weyerhaeuser Road Section on the Green Springs Highway in Klamath County.

A fully executed copy of this agreement has been retained for the Commission's files.

Floyd Query, Secretary

fkn
Att.

RECEIVED
MAR 23 1971
FOR FILING

March 23, 1971

Oregon State Highway Commission

Gentlemen:

In order to construct the Weyerhaeuser Road Section of the Green Springs Highway in Klamath County, it is necessary to cross the facilities of the Plevna District Improvement Company. On the agenda for the March 30 meeting will be an agreement with the Company to cover the adjustment of its facilities.

The work consists of reconstructing approximately 1,900 feet of eight-foot bottom irrigation ditch with dike and service road, three box culverts and three diversion boxes, as well as the installation of approximately 500 feet of irrigation pipe. This work has been included in our contract and is estimated to cost $34,500.

The State will perform structural maintenance of all of the Company's facilities lying within the highway right-of-way. The Company will perform structural maintenance of its facilities lying outside of the highway right-of-way and operational maintenance of all of its facilities adjusted or constructed by the provisions of the agreement.

This agreement provides for an exchange of right-of-way. The Company will deed to the State all its rights within the highway right-of-way in exchange for certain parcels to be acquired by the State and conveyed to the Company to accommodate their relocated ditches. It further provides that in the event future adjustment of the Company's facilities, covered by this agreement, are required by the State, such adjustments will be performed at State expense.

We recommend your approval and request authority for the Secretary to sign the agreement for and on your behalf.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Floyd Query
Tom Edwards
A. E. Johnson
V. D. Wolfe
F. D. Morgan
J. F. Putnam

PGP:dl sr

RECEIVED
FEB 10 1971
FOR FILING

12-1148
7444

February 9, 1971

Mr. Elmer L. Christie
4010 S. W. Yew Avenue
Redmond, Oregon 97756

Dear Mr. Christie:

This is in reply to your letter of February 4 concerning your claim for blade rental in the amount of $508 against Garrett and Thomas Construction on Contract No. 7444 in Klamath County.

Our records show that your claim was filed with the Secretary of State on December 15, 1970, and was assigned his File No. 4565. This filing will protect your claim under the bond.

You mentioned in your letter that you have had no reply from anyone concerning your claim. For your information, we are attaching a copy of excerpts from the Oregon Revised Statutes Relating to Public Contracts, Action by Claimant on Contractor's Bond as outlined under ORS 279.536 on page 3 of the excerpts.

In other cases similar to yours, we have suggested that they contact their attorney. You might wish to do the same.

We are forwarding a copy of your letter to the United Pacific Insurance Company and to Garrett and Thomas Construction.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cc Garrett and Thomas Constr.
United Pacific Ins. Co.

CWH:fkn

Redmond, Oregon
February 4, 1971

Floyd Query, Secretary
Oregon State Highway Commission
State Highway Building
Salem, Oregon 97310

Dear Mr. Query:

With reference to your letter of December 14, 1970 concerning our claim against Garrett-Thomas Construction Contract No. 7444, you state that you would advise the company who supplied the performance bond for that project. We have not had any word from this surety company or from anyone else about this matter and are wondering what disposal if any has been made of our claim. As is probably true of most working people, we need our money to live on and if there is any way to hurry this along we should like to know of it. Can you tell of anyone we could contact or of any specific procedure we should follow.

Very truly yours,

Elmer L. Christie

Elmer L. Christie
6010 S. W. Yew Avenue
Redmond, Oregon 97756

NOTED
FLOYD QUERY

RECEIVED
FEB 8 - 1971
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

RECEIVED
DEC 29 1970
OREGON STATE
HIGHWAY DIVISION

Claim # 4565
FILED
DEC 15 1970
CLAY MYERS
SECRETARY OF STATE

Files
RECEIVED
Dec 15 9 01 AM '70
CLAY MYERS
SECRETARY OF STATE

18-11418

7444

HIGHWAY BUILDING • SALEM, OREGON • 97310

December 14, 1970

NOTED ON CARD
fn
12-28-70

Mr. Elmer L. Christie
6010 S. W. Yew Avenue
Redmond, Oregon 97756

Dear Mr. Christie:

Mr. J. F. Putnam, Regional Engineer at Bend, has forwarded to us a copy of your letter to Mr. E. J. Dunn, Highway Engineer in Klamath Falls, dated December 2, 1970, which states that Garrett and Thomas Construction Company owes you for blade rental in the amount of $508.

This appears to be in reference to the Garrett and Thomas Construction Contract No. 7444 for work on Weyerhaeuser Road Section of the Green Springs Highway in Klamath County.

The United Pacific Insurance Company furnished the performance bond on this contract which is given to assure completion of the contract and payment of all bills incurred in it. We will advise the surety of the receipt of your claim letter and we will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

Very truly yours,

RECEIVED
DEC 16 1970
OREGON
STATE HIGHWAY COMMISSION

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

CC United Pacific Ins. Co.
Garrett and Thomas Constr.
J. F. Putnam
Commission
Hon. Clay Myers

Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

NOTED
C. W. HEAD

GARRETT & THOMAS CONSTRUCTION

ROUTE 1, BOX 676
DALLAS, OREGON 97338
PHONE 623-2430

ADMIN | DOG | DOE
DEC 22 1970

Dec 10, 1970

State Highway Department

Klamath Falls, Oregon

E. J Dunn

Dear Sir,

Recieved a copy of a letter from J F Putnans office in Bend. Which was written to you by Elmer L. Christie in connection with a Blade Rental.

There is a disagreement between Mr Christie and our firm as to the amount for the rental. Which will be handled by our office. Which will not interfear with our contract with the State of Oregon Highway Department.

If Mr Christie should file a claim against us our our Bonding Co, moneys will be put in Escro until settlement is made, and you will bo advised.

Sinceraly

Garrett & Thomas Const.

Lawrence E. Garrett

FORM S-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Bend, Oregon 97701
December 7, 1970

SUBJECT: Weyerhaeuser Road Section
Contract No. 7444

To: F. D. Morgan
Construction Engineer
Salem

Herewith a letter from a Mr. Elmer Christie, written to E. J. Dunn, stating that he is putting in a claim for rental of a blade to Garrett and Thomas, contractors on subject project.

It is my belief that this does not constitute a legal claim in this form, however, I am forwarding it on to you and at the same time requesting Garrett and Thomas to work out their differences.

If it is necessary for Mr. Christie to provide some type of a legal document for placing this claim, will you please so advise so that we may get the word back to him.

J. F. Putnam
Regional Engineer

JFP:pb

Enclosure

12/11/70
Copy to Floyd Avery
for John Ford
Jan

Please advise

Routing

2 Morgan			E
Dockar	RECEIVED	4	
1 Bond			
3 Walker	DEC 8 1970		
Boehme			
Johnson	CONSTRUCTION DIVISION		

NOTED
C. W. HEAD

NOTED
FLOYD OLIVER

BP 32475-734

RECEIVED
DIVISION IV BEND
Redmond, Oregon
Dec. DEC 1970 1970
DE ADE ADE DOD DOE
Assigned
Action

Mr. E. J. Dunn
Oregon State Highway
Klamath Falls, Oregon

Dear Mr. Dunn:

We have had telephone conversations with Mr. Garrett of Garrett and Thomas Const. Company during which Mr. Garrett stated he would not pay the full amount of our bill for blade rental. He said he feels that be due to the bad weather he didn't get enough use out of my blade, though he understood fully he was renting it for a month at the rate of $1100.00. He sent us a check for $500.00. This leaves a balance outstanding of $508.00. This amount is arrived at by pro-rating the monthly rate to 28 days, the lenght of time the blade was on the job.

We want to put in a claim for this amount.

1 Huber 10 D Motor Grader, wt. 24,500#,
balance due on rental, $508.00.

Sincerely,

Elmer L Christie

Elmer L. Christie
6010 S. W. Yew Ave.
Redmond, Oregon 97756

FORM S-90 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Klamath Falls, Oregon
September 16, 1970

To: Mr. J. F. Putnam
Regional Engineer
Bend, Oregon

SUBJECT: Accident Investigation
Weyerhaeuser Road
Green Springs Hwy.
Contract No. 7444

With reference to the above subject title, herewith submit findings of accident involving contractor's equipment and private vehicle near M.P. 57.43 within the project limits, Tuesday, September 15, 1970.

At approximately 3:20 pm a 1969 Ford Mustang, license number HDD 093 Oregon, registered owner Ruth Wright, Klamath View Trailer Court, Klamath Falls, being operated by Tod Campagna, Oregon Operator's Licence Number 1544600, 437 North 3rd St., Klamath Falls, collided with Euclid Scraper Model S-18 owned by Garrett & Thomas Construction, operated by Tom Roberts.

Accident occurred as Mr. Compagna was west bound on the Green Springs Hwy., through a signed area on the easterly end of subject project, within work areas of the contractor and Pacific Northwast Bell.

Mr. Fred Bowden, employee of Copenhagen, Inc., contractor for PNWB, was flagging in their work area, reported the subject vehicle came through their area at an estimated speed of 30 mph, occupants of vehicle waved to him, operator accelerated, moved into left lane passing vehicle stopped by Wilma Garrett, flagwoman for Garrett & Thomas, continued into path of the scraper coming from borrow area and struck the right front tire of the scraper as Mr. Toberts turned scraper in an attempt to avoid the collision.

Wilma Garrett reported that she had positioned stop signs for traffic on the highway. One west bound vehicle had stopped, scraper was proceeding to cross the highway, subject vehicle "sped" past her, applied brakes and struck the right front tire of the scraper as Mr. Roberts turned to avoid the collision.

Immediate assistance and inquiries of injuries was rendered by employees of the contractor. There were no injuries reported by Mr. Compagna or his four passengers who declined to give their names.

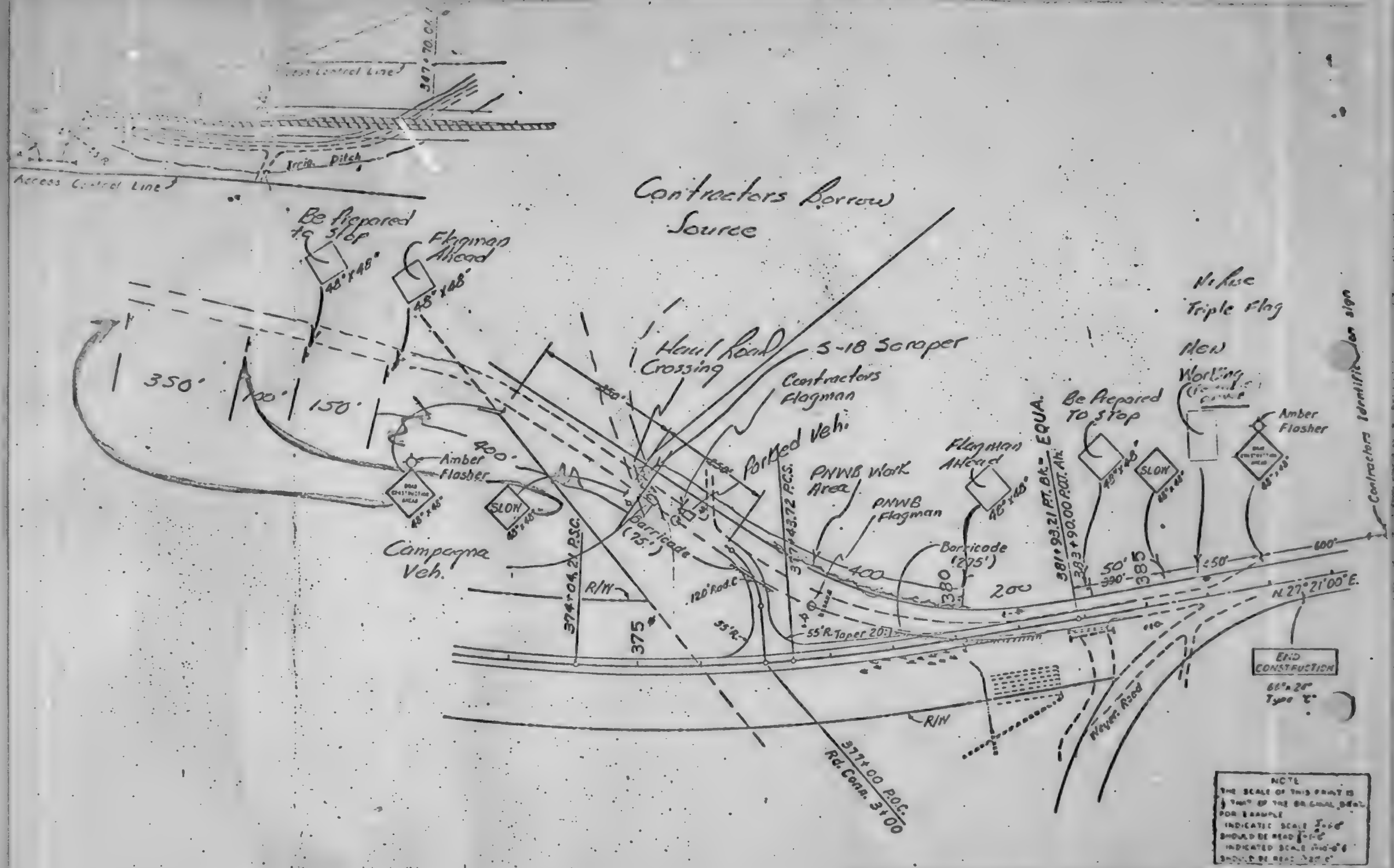
Passengers were 1 male Indian, 1 male Negro, and 2 Female Caucasion, all of whom appeared to be under the age of 21.

Enclosed herewith are sketches of the area showing location of signs, work areas, and flagmen.

Pictures of the area have been taken and will be forwarded upon return from film processors.

Accident was investigated by the Oregon State Police, Officer Cottrell, who cited Mr. Compagna for disobeying stop sign.

E. J. Dunn
Resident Engineer
by Roger C. Lang
Assistant Resident Engr.



NOTE
THE SCALE OF THIS PRINT IS ½ THAT OF THE ORIGINAL DRGS.
FOR EXAMPLE
INDICATED SCALE 1"=10' SHOULD BE READ 1/2"=10'
INDICATED SCALE 1"=0.1' SHOULD BE READ 1/2"=0.1'

APPROVED:
BRIDGE ENGINEER

DATE	REVISION

DESIGNED NGB | CHECKED
DRAWN MK | CALC. BOOK

OREGON STATE HIGHWAY DEPARTMENT
BRIDGE DIVISION

WEYERHAEUSER ROAD SECTION
GREEN SPRINGS HIGHWAY
KLAMATH COUNTY

TEMPORARY PROTECTION & DIRECTION OF TRAFFIC

DATE June 1970 BRIDGE NO. 9950
ACCOMPANIED BY DWGS. S-1, S-5, E.S.-11
DRAWING NO. 26468

SEP 29 1970

18-1148
7444

July 31, 1970

bid 7-23

Garrett & Thomas
Construction
Route 1, Box 676
Dallas, Oregon 97338

Gentlemen:

The State Highway Commission today accepted your proposal for grading and paving on the Weyerhaeuser Road Section of the Green Springs Highway in Klamath County for the sum of $251,185.50 and referred it to the State Highway Engineer with authority to award the contract as soon as the necessary right-of-way is acquired.

Clearance has been received and the State Highway Engineer later today awarded you the project, which has been assigned Contract No. 7444.

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cr

bc: Pacific Builder & Engr., Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle, Wn., & Portland, Ore.
F. D. Morgan
D. J. Barbee
I. D. Merchant
J. F. Putnam
Wm. Geibel (SAIF)

RECEIVED
JUL 10 1970
FOR FILING

18-1148
74444

4f
6-2-70

June 4, 1970

Weyerhaeuser Company
P. O. Box 9
Klamath Falls, Oregon 97601

AIR 508

Attention: Mr. Richard Miles
Area Controller

Gentlemen:

Attached for your records is a fully executed copy of an agreement with Klamath County, Weyerhaeuser Company and the Oregon State Highway Commission covering new construction and abandonment of a portion of the old right-of-way on approximately 4,609 feet of the Green Springs Highway.

A fully executed copy of this agreement is being sent to Klamath County and one is being retained for the Commission's files.

Very truly yours,

Floyd Ousry, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm
Att.

cc H. S. Cox
(conf. agreement attached

RECEIVED
MAY 25 1970
FOR FILE
18-11148
7444

May 25, 1970

Oregon State Highway Commission

Gentlemen:

The officials of Klamath County and the Weyerhaeuser Company have executed a tri-party Construction-Abandonment Agreement providing for the relocation of an approximate 4,600-foot portion of the Green Springs Highway known as the M. P. 36.6-Weyerhaeuser Road Section near the city of Klamath Falls.

This agreement provides for the Weyerhaeuser Company to acquire in the State's name, utilizing property descriptions prepared by the State, adequate right-of-way width for future construction of a four-lane facility. The State is to construct, and thereafter maintain, the new facility to provide for two lanes of traffic with proper channelization and, when the traffic volume demands and justification is made, the facility shall be widened to four lanes. The estimated cost for the work to the State is $200,000. On March 19 you approved adding this amount to the current State Construction Program. The County agrees to cooperate in the relocation or adjustment of any utility facilities which may be in conflict with the plans for the project and, upon completion of construction, to accept all the State's right, title and interest, jurisdiction, maintenance, and control of that portion of the existing Green Springs Highway which is to be bypassed. The State forces are to perform the necessary work to place the roadway and ditches of the existing highway in a condition acceptable to Klamath County prior to abandonment.

This matter will be presented for your consideration at the June 2 meeting. I recommend your approval and request authority for the Secretary to sign the agreement for and on your behalf.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Quary
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
D. J. Barbee
W. E. Skoog
D. H. Moehring
H. S. Cox
F. D. Morgan
L. H. Young
J. F. Putnam

MCH:ljt sr

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

RECEIVED MAY 21 1970

Section WEYERHAEUSER - HOLIDAY RANCH Highway Green Springs (FAR 15) County Klamath Prefix 18-1486

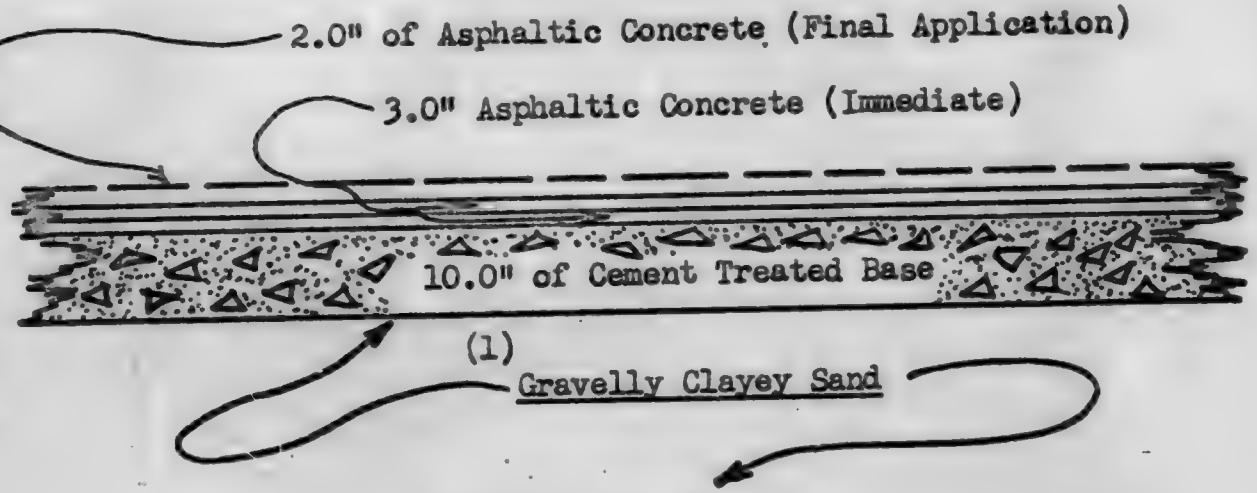
Res. Engr. E. J. Dunn Approx. Length 1.1 Miles. Sta. _____ to Sta. _____ Date 5-14-70

Mean
Truck A.D.T. 158 Traffic Coefficient 8.1 18 kip s.a. per day 53.6.

Annual Precipitation 14"± Frost Penetration 30"±.

(1)
Typical Soil
40 LL
15 PI
77 %P 10
46 %P200
23 %Gravel
11 %C Sand
20 %F Sand
23 %Silt
23 %Clay
5 "R" Value

5-14-70


2.0" of Asphaltic Concrete (Final Application)
3.0" Asphaltic Concrete (Immediate)
10.0" of Cement Treated Base
(1) Gravelly Clayey Sand

CBE Total Req.	Credit	Actual Thick.	
	4.0	2.0	A.C.(FA
	6.0	3.0	A.C.(I)
	17.0	10.0	C.T.B.
27.0	27.0	15.0	

See Page 2 for remarks

AASHO CLASSIFICATION:

A-6 (4)

MATERIAL SOURCES:

To be determined by the Engineer.

cc:

B.P.R.
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Design Engineer
Specifications Engineer
Final Design Engineer
Division Geologist

NOTED E. R. KIMES

Submitted by C. J. Begg for Staff Assistant

Recommended by John C. Jackson Engineer of Materials

Recommended by L. L. Oreben Asst Construction Engineer

Approved by J. P. Elsner Asst State Highway Engineer

SECTION: WEYERHAEUSER - HOLIDAY RANCH

HIGHWAY: Green Springs

COUNTY: Klamath

"OTHER ROADS"

Traffic Coefficient	A.C. Wearing Surface	3/4"-0 Aggregate Base	Aggregate Base	"CBE" Total Requirement	Actual Thickness

Recommend the Total Thickness for all Connections, etc., be one-half the frost penetration or 15.0".

Remarks:

The Cement Treated Base mix design will be provided by the Materials Division at a later date.

Should substitutions be made use the "CBE" Total Requirement column to obtain the "Total Thickness Required" and the table below for values:

1.0"	Asphalt Concrete	=	2.0 "	Crushed Base
1.0"	Plant Mix Bituminous Base	=	1.8 "	Crushed Base
1.0"	Cement Treated Base	=	1.7 "	Crushed Base
1.0"	Oil Mat	=	1.1 "	Crushed Base
1.0"	Stone Subbase	=	0.8 "	Crushed Base
1.0"	Lime Treated Subgrade	=	0.8 "	Crushed Base

Above factors apply to materials that comply with Standard Specifications, Supplemental Standard Specifications, and Special Provisions.

TRAFFIC ANALYSIS

SECTION: WEYERHAEUSER - HOLIDAY RANCH

HIGHWAY: Green Springs

COUNTY: Klamath

1700 Present ADT (1970)

7 Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ONE WAY EWL	AVERAGE ANNUAL EWL
2	25	1.6	40	33	450	14,850
3	55	1.6	88	72	1000	72,000
4	4	1.6	6	5	1250	6,250
5	28	1.6	45	37	3180	117,660
6	8	1.6	13	11	2570	28,270
				158	TOTAL	

TOTAL AVERAGE ANNUAL DESIGN EWL 239,030

TWENTY YEAR EWL 4,780,600

TRAFFIC COEFFICIENT 8.1

SECTION: WEYERHAEUSER - HOLIDAY RANCH

HIGHWAY: Green Springs

COUNTY: Klamath

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good _____ Fair X Poor _____
   Remarks: _____
5. Cost Comparisons: See remarks

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: Generally Asphaltic Concrete or Oil
7. Stage Construction: Part of design
8. Depressed, Surface, or Elevated Design: Surface
9. Conservation of Aggregates: See remarks
10. Stimulation of Competition: See remarks
11. Construction Consideration: See remarks
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: Not applicable
13. Traffic Safety: Not a problem
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction.

CONCLUSION AND REMARKS:

Traffic does not warrant the use of C.R.P.C.C.

A cost comparison between Standard Crushed and C.T.B. sections indicated the section recommended to be the most economic. Cost information provided by C. E. Layton, Cost Analyst.

Form E-368 (Revised)

OREGON STATE HIGHWAY DEPARTMENT

LOCATING ENGINEER'S STATEMENT

Submit 2 Copies With Estimate

Prefix 18-1496 Highway Green Springs Section Weyerhaeuser Holliday Land

Highway Class B Date April 29, 1990

Yes	No	N/A*		
☒	☐	☐	1.	Are the following being submitted?
☐	☒	☐		a. Detail Map (Hard Copy).
☒	☐	☐		b. Small Scale Ownership Map.
☐	☐	☒		c. Abandonment Map.
☐	☐	☒		d. Vicinity Maps (PUC and Structures).
☐	☐	☒		e. RR Encroachment Maps and Cross Sections.
☒	☐	☐		f. Interchange Layout Sheets.
☒	☐	☐		g. Location Profile.
☐	☐	☒		h. Located Line Cross Sections.
☒	☐	☐		i. Mass Diagram.
☒	☐	☐		j. Earthwork and Other Calculations to Support Estimate.
☒	☐	☐		k. Field Notes.
☐	☐	☒		l. Coordinate Sheets.
☒	☐	☐		m. Clearing and Grubbing Chart.
☐	☐	☒		n. Report on Bench Mark Recoveries (Form E-369)
				(1) Description of Bench Mark (Form E-185).
				(2) Report on Condition of Bench Mark (Form E-186).
☒	☐	☐		o. Photostats of Deeds and Legal Instruments covering Ownerships.
☐	☐	☒		p. Copies of Maps, Plats and other necessary information for the preparation of R/W Descriptions.
☐	☐	☒		q. Property Appraisal and justifications for alternate facilities.
☐	☒	☐		r. Preliminary Soils and Material Report.
☐	☐	☒		s. Statement of Source of Materials and Stockpile Site (Form E-368).
☒	☐	☐		t. Sketch Map of all Proposed Stockpile Sites, Gravel Pits and Quarries, with supporting data for Descriptions.
☐	☒	☐		u. Estimate for Movement of Utilities.
☒	☐	☐		v. Quantity Summary.
☒	☐	☐		w. Cost Estimate.
☒	☐	☐		x. Narrative Report of Survey.
☐	☐	☒	2.	Have all traverses that are required for the preparation of Metes and Bounds Descriptions been closed?
☐	☐	☒	3.	Have all required temporary easements been designated as to area, type and duration?
☒	☐	☐	4.	Have you taken into consideration the mechanics and properties of the various types of soil encountered?
☒	☐	☐	5.	Have samples of the surfacing materials been submitted for test by the Salem laboratory?
☒	☐	☐	6.	Have you investigated drift conditions (snow and sand)?
☐	☒	☐	7.	Are there slide conditions apparent?
☒	☐	☐	8.	Have you been over this project with a Soils representative?
☐	☒	☐	9.	Have you been over this project with a R/W representative?
			10.	Has a typical section of the following been platted on the location profile?
☒	☐	☐		a. Roadbed Grading, with Surfacing.
☐	☐	☒		b. Retaining Walls.
☐	☐	☒		c. Slope Benching.
☐	☐	☒		d. Hand Placed Slopes.
☐	☐	☒		e. Rip Rap Work.
☒	☐	☐		f. Irrigation Ditches.
☒	☐	☐		g. Special Drainage Ditches.
☒	☐	☐		h. Channel Changes.
☐	☐	☒		i. Flumes.
☐	☐	☒		j. Sidewalks, Curbs and Gutters.
☐	☐	☒		k. Tunnel (Drainage).
☐	☐	☒	11.	Is relocation of a scale site necessary?
☐	☐	☒	12.	Does this project involve construction of a frontage road?
☐	☒	☐	13.	Will there be unusual difficulty in handling traffic during construction?
☐	☒	☐	14.	Have all important alignment points been referenced?
☒	☐	☐	15.	Have all location problems been discussed in the Narrative Report of Survey?

* Non Applicable

Signature E. J. Dunn by E. C. Long Location Engineer

Address 2557 Altamont Dr.

OREGON STATE HIGHWAY DEPARTMENT
QUANTITY SUMMARY & COST ESTIMATE

Sheet 1 of 2 Sheets

Section Weyerhaeuser-Holiday Ranch Unit
Highway Cross Cross Prefix 18-1996
County Klamath
Length 0.23± Designer Draftsman Date May 1970

Grading and Surfacing Items

Item	Unit	Net	10% Allow	Gross	Price	Amount
1. Temporary Protection and Direction of Traffic	All	All	-	All	1000.00	1,000.00
2. Clearing & Grubbing	All	All	-	All	2,000.00	2,000.00
3. Embankment in Place	Cu. Yd.	100,690	10,060	110,700	0.90	99,630.00
4. Ditch Excavation	Cu. Yd.	118	12	130	3.00	390.00
5. Trench Excavation	Cu. Yd.	307	23	330	3.00	990.00
6. 12-inch Culvert Pipe	Lin. Ft.	102	8	110	4.00	440.00
7. 18-inch Culvert Pipe	Lin. Ft.	140	14	154	5.95	916.30
8. 30-inch Culvert Pipe	Lin. Ft.	160	16	176	10.75	1,892.00
9. 36-inch Culvert Pipe	Lin. Ft.	213	17	230	15.00	3,450.00
10. 15-inch Irrigation Pipe	Lin. Ft.	340	30	370	7.00	2,590.00
11. 30-inch Irrigation Pipe	Lin. Ft.	522	48	570	16.00	9,120.00
12. 1½-inch Steel Irrig. Pipe	Lin. Ft.	122	8	130	1.70	221.00
13. Concrete Siphon Box	Each	2	-	2	300.00	600.00
14. Concrete Inlet, Irrig.	Each	1	-	1	200.00	200.00
15. Watering	M-Gal.	704	66	760	3.00	2,280.00
16. Irrigation Slide Gate	Each	4	-	4	150.00	600.00
17. Finishing Roadbed & Slopes	Mile	0.98	-	0.98	1200.00	1,176.00
18. Plant Mix Stone Base	Ton	18,186	1814	20,000	3.00	60,000.00
19. Plant Mix Bituminous Base Mix	Ton	4,183	417	4,600	8.17	37,582.00
20. Class B" Asph. Conc. Mix	Ton	5,577	553	6,130	8.17	50,082.10
21. Extra for Round Approach	Each	10	1	11	50.00	550.00
22. Guide Posts, W-1	Each	14	1	15	8.00	120.00
23. Guide Posts, Y-1	Each	27	3	30	8.00	240.00
				Total		276,069.40

OREGON STATE HIGHWAY DEPARTMENT
QUANTITY SUMMARY & COST ESTIMATE

Sheet 2 of 2 Sheets

Section Klamath Falls-Malin Unit
Highway Crater Spring County Klamath Prefix IR-1986
Weighted 0.98 Designer Draftsman Date May 1970
Signed Title

Grading & Drainage	$ 127,855.30
Surfacing	$ 149,214.10
Extra Work	
Flagging - State Forces	$ 500.00
Striping - State Forces	530.00
Total Extra Work	$ 1030.00
TOTAL	$ 277,099.40
+ 20% Engineering and Contingencies	$ 55,419.60
Structures	
Total Structures	$
Right of Way	$
Total Estimated Cost	$ 332,519.00

40

T. W. Litchfield

Routing: 1 Serbee, 2 Hall, A. Olson, Sample, 3 Terpin, 4 Swenson

RECEIVED
MAY 8 1970
DESIGN DIVISION

Routing: Trout, Scott, R. Olson, Carstensen, Morgan, Johnson, Passo, Swan, Glenn, Litchfield, Gallagher, Sloan

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
May 5, 1970

RECEIVED
MAY 7 1970
CONSTRUCTION DIVISION

To: Mr. J. F. Putnam
Division Engineer
P. O. Box 1249
Bend, Oregon 97701

SUBJECT: Utilities Location Report
Weyerhaeuser - Holliday Ranch Sec.
Green Springs Highway
Klamath County
18-1486

This is a report on utilities which will come into conflict with construction of the above subject project.

Pacific Power and Light Co. has two transmission power lines which will come into conflict. One is their line No. 18, which is a 69 kv transmission with a 12.5 kv distribution underbuild. One power pole, and one guy pole and anchor will come into conflict at the westerly end of the project in the vicinity of Station 336+00-336+50. Because this is an angle pole, its adjustment will be somewhat more costly than normal. A windshield estimate for this adjustment is $1,000. The power pole and the anchor are on private property with the guy pole being within highway right of way.

The second conflict comes with PP&L's "Weyerhaeuser tap, Line 18-1". This facility is a 69 kv transmission and will have one pole in conflict in the vicinity left of Station 375+20. This is a tangent pole located on private property and can be adjusted for about $750.

Pacific Northwest Bell has facilities in conflict at both the westerly and easterly ends of the project. At the westerly end there are five poles in conflict in the vicinity of Station 335-345. At the easterly end of the project, PNB has two poles in conflict in the vicinity of Station 377 - 381. All of PNB facilities are located within public road right of way and are nonreimbursable.

I have been advised of the possibility of this project being let for construction in July. In this case, it is imperative that both PP&L and PNB be given copies of our plans in the near future if we wish to have their facilities adjusted prior to or during the early stages of construction. However, neither of these utilities have any unusual conditions and no extensive delay is anticipated. It does not appear that either adjustment is critical to the State's proposed construction.

REFERRED TO
Wills
Design Engr.

The Plevna Improvement District has irrigation facilities within this project which will have to be adjusted. This district is made up of three joint owners, Mr. Holliday, Mr. Brightenstine and Weyerhaeuser Corp., with Mr. Holliday serving as the elected chairman.

Their main feed canal will come into conflict in the vicinity of Station 334-350 and a crossing at Station 369+50. Adjustment of these facilities has been set up as contract bid items with construction to be done by the State. However, I suggest a formalized agreement should be made with the District.

Several smaller irrigation laterals within the Holliday Ranch will also have to be adjusted. From past experiences, I feel it would be to the State's advantage to have the ranch perform these adjustments on their own. In discussing this matter with Mr. Holliday, he indicated that he already has the equipment to perform this work and said he would be willing to do so. He did not know the extent of the agreement between Weyerhaeuser and the State for right of way and I am, therefore, unable to suggest the best method to reimburse him for this work at this time. If the State is to acquire this property from Holliday, then I suggest that the cost of relocating these facilities be included in the cost of taking.

However, I have been advised that this property is under a 30-year lease to Weyerhaeuser and the right of way agreements are to be made with them. If this is the case, this problem may then require some additional study.

Mr. Holliday stated that water flow in the canals is critical and said he would prefer that adjustment to these facilities wait until after irrigation season. However, he did say that if the construction is pressed and we felt we could not wait that long, he would request that the water not have to be shut off for more than 8 hours at any one stretch. If such is the case, I would suggest that the State's special provisions require that the contractor make arrangements with the District for any down time needed to perform his work, such as pipe installations or channel change cut overs.

John E. Holcomb

JOHN E. HOLCOMB
Field Utilities Liaison Engr.

JEH/cw
cc T. W. Litchfield
E. J. Dunn
DJ BARDEE
GC WILLS

SPECIAL PROVISIONS
Weyerhaeuser-Holliday Ranch Section
Green Springs Highway
Klamath County

CLASS OF PROJECT

This is a "State Project."

PROJECT INFORMATION

J. F. Putnam, Division Engineer, North The Dalles-California Highway, Bend, Oregon 97701 Telephone: 382-1911

E. J. Dunn, Resident Engineer, 2557 Altamont Drive, Klamath Falls, Oregon 97601 Telephone: 882-1390

APPLICABLE STANDARD SPECIFICATIONS

The standard specifications which are applicable to the work on this project are the "Standard Specifications for Highway Construction 1970" and Supplemental Standard Specification.

WORK TO BE DONE

The work to be done under this contract consists of the following work on the Weyerhaeuser-Holliday Ranch Section of the Green Springs Highway in Klamath County.

1. Construction of 0.98 miles of roadbed grading, stone base and asphalt concrete pavement.

2. Performance of such additional and incidental work as is called for by the specifications and plans.

The westerly end of the project is at Station 331+00, which station is approximately 6.6 miles easterly of Keno. The easterly end of the project is Station 384+79, which station is approximately 1.5 miles westerly of the junction of the Green Springs and The Dalles-California Highways. The overall length of the project is 0.98 miles.

SECTION 206 CONTROL OF MATERIALS

106.03 Furnishing Materials From Outside Sources:

The contractor, at his own expense, shall furnish all products and materials required to be brought onto the project for the performance of the contract work from a source or sources of his own choosing. If the contractor so elects to use a suitable quarry and/or gravel pit on Government owned land in the vicinity of the project, the state will negotiate with the Government for a Special Use Permit.

SPECIAL PROVISIONS
Weyerhaeuser-Holliday Ranch Section
Green Springs Highway
Klamath County

IRRIGATION SLIDE GATES

Description: This specification applies to the furnishing and installing of irrigation slide gates of the sizes and at the locations indicated on the plans.

Slide Gate: The slide gate shall be furnished and installed as indicated on the plans.

Measurement: The quantities to be paid for shall be the actual number of slide gates of the respective sizes installed and accepted.

Payment: The pay quantities, determined as above provided, will be paid for at the contract price per each for the item "15" Irrigation Slide Gates."

NARRATIVE REPORT

WEYERHAEUSER-HOLLIDAY RANCH SECTION

Green Springs Highway

The purpose of the survey was to establish a relocated line on a portion of the above subject highway from M.P. 56.6 to M.P. 57.7 to provide the motoring public a safer route through an expanding industrial site and a conjested school area.

Limits of the survey are more closely defined as beginning at station 324+00 on the westerly end of the project and station 389+00 on the easterly end of the project. Total length of the survey is 1.19 miles.

Horizontal control was established by virtue of property pins located left of stations 329+96.24 and 331+06.24; property pins lying on the southeasterly boundary of parcel 2, Holliday Ranch; existing P.I. found at station 380+71.4 and pavement split on forward tangent as monuments were not found.

Determination of the route was influenced by the offer of Weyerhaeuser Co. to provide title to the necessary right of way, provided that the State establish a route (4 lane ultimate design) compatable to their expansion plans as shown on drawing No. F P 106D-SK-44 prepared by the Austin Co.

The relocated line and proposed channelization has been reviewed with Mr. Dick Miles, Sup't. of Weyerhaeuser Co., and has met with his approval. Copy of the channelized entrance and preliminary grades have been supplied to the Austin Co.

Mr. Miles requests that we proceed with all due haste in preparation of right of way descriptions covering property controlled by Holliday Ranches and Klamath County School Dist.

Mr. Howard Holliday has indicated a desire to farm portions of the proposed right of way, that are not occupied by embankment of the 2 lane roadway, until the proposed 4 lane roadway is constructed. No attempt was made to answer this question. It was indicated that this would be answered during the negotiation of right of way.

CONSTRUCTION FEATURES

Proposed construction limits are from 331+00 to 384+79, total length of 0.98 miles. Project quanities have been computed on the basis of 10½" PMSB, 3" PMBB, 4" AC ('B') immediate (1½" future), with a top surface of 32ft. Preliminary studies by the Soils Section indicate that it may be possible to use typical section of 8½" PMSB, 3" PMBB, 4" 'B' AC immediate (2" future).

Vertical control was established to provide continuous tangent grade with vertical curves provided on the easterly end of the project. Proximity of irrigation canal and top of water elevation controlled tangent grade elevation on the westerly portion of the project, maximum grade of +5 % used on easterly portion of the project.

Various grades have not been explored by this office in an attempt to reduce the amount of embankment required. It may be possible to lower the tangent grade on the westerly portion of the project, provide a irrigation canal crossing in the vicinity of the proposed entrance of Weyerhaeuser in order to reduce the amount of embankment required.

Earth work summation shows need of 100,640 cubic yards with 13,340 cubic yards available on the project. In consideration of this it is recommended that Bid Item of "Embankment in Place" be considered.

It is recommended that exceptional care be exercised in the area of 380± to 381± right so that the existing sanitary drain field not be disturbed. Admittedly, this is in a poor location but the cost of relocation is felt to be prohibitive.

MATERIAL SOURCES-EMBANKMENT BORROW

1. State source located 2.5 miles west of the Green Springs Interchange on Balsam Drive (IR-2-1289). This source would require legal haul of 2.7 miles. It is felt that unit costs would be objectionable if this source was designated for use.

2. Conversation with Mr. Dick Miles, Sup't. of Weyerhaeuser, indicates that it may be possible to obtain material from lands controlled by them, located in NE ¼, NE ¼ Sec. 17, T. 39 S., R. 9 E. Also, indicated that it would be possible to obtain easement over Weyerhaeuser property so that entry to the project could be made near station 369+00. Visual inspection of the area indicates that 2'-0 material could be obtained by use of ripper cat and carryall pulls.

It is felt that we should attempt to obtain a borrow source in our negotiation with Weyerhaeuser-Holliday Ranches.

If the negotiation does not result in obtaining a borrow source it is felt that the contractor should obtain his own source.

SURFACING MATERIAL

No prospective source identified for the project. Contractor to furnish his own source.

UTILITIES

Proposed alignment intercepts existing irrigation facilities. Relocation of the facilities has been provided for which lie off the proposed right of way. Crossings have been provided at stations 339+24, 349+00, 364+49 and 369+18. It is proposed that we obtain construction easements to facilitate relocation of the irrigation system.

Pacific Northwest Bell and Pacific Power and Light

Mr. John Holcomb, Field Utilities Liason Engineer, picked up the Utilities Map on 4/29/70 and will handle further negotiations regarding utilities.

ABANDONMENT OF RIGHT OF WAY

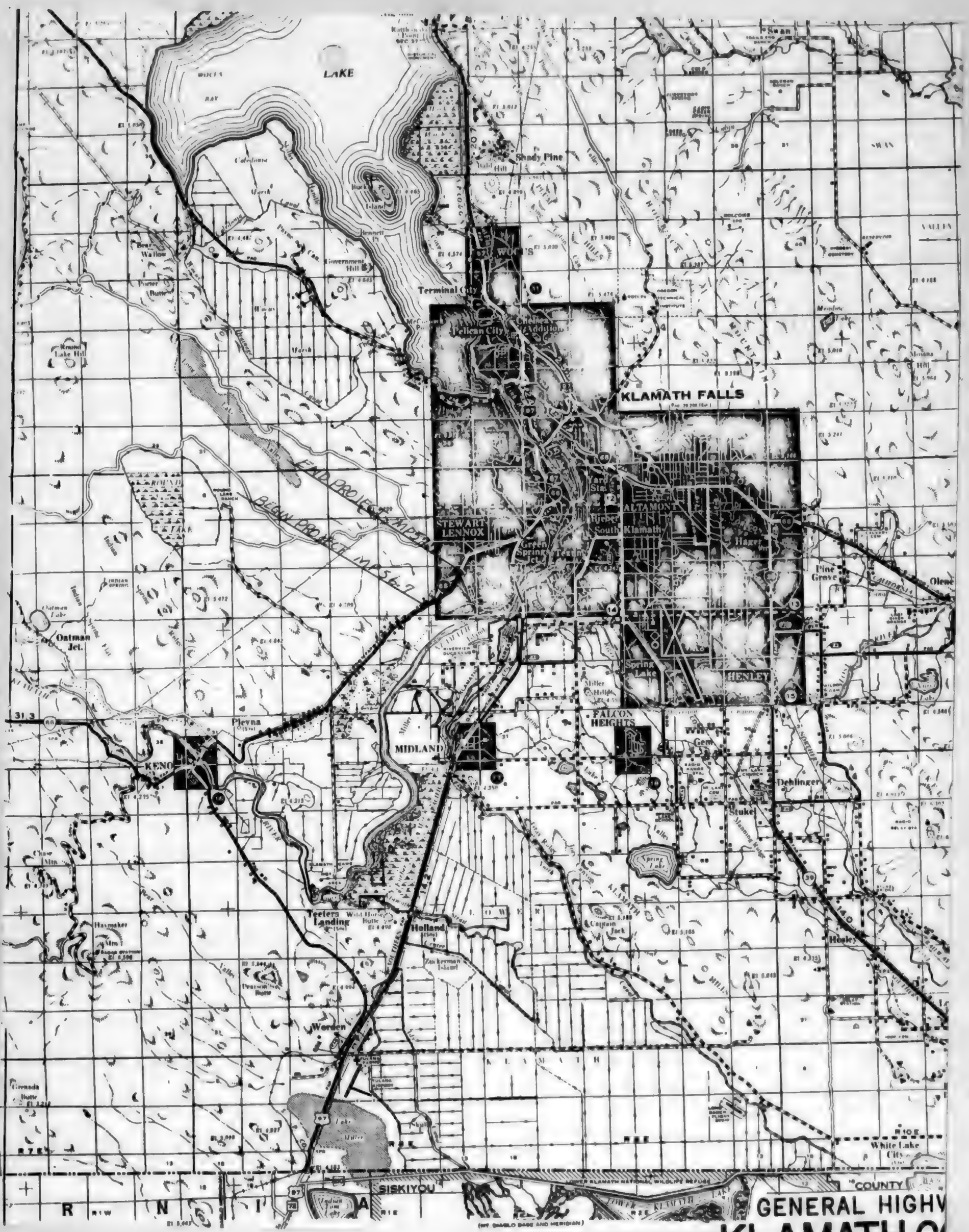
It is recommended that the State abandon existing right of way (upon completion of project) from Station 348+90± to station 375+55± in favor of Klamath County. Also, that the County be responsible for construction of a Culdusac near the westerly end of abandoned portion as shown on the detail map.

Total estimated cost of the project by this office is $335,670.00 including Contingincies, Engineering and Additional Anticipated Items.

E. J. Dunn
Resident Engineer

Roger C. Lang

by Roger C. Lang
Ass't. Res. Eng.


LAKE
Shady Pine
Terminal City
Pelican City
KLAMATH FALLS
STEWART
LENNOX
Green Spring Jct.
Textile
Bieber
South Klamath
ALTAMONT
Hager
Pine Grove
Olene
Oatman Jct.
Spring Lake
HENLEY
FALCON HEIGHTS
MIDLAND
Plevna
KENO
Dehlinger
Stukel
Teeters Landing
Holland
Worden
Hanley
White Lake
SISKIYOU
COUNTY
GENERAL HIGHW
KLAMATH C

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APR 14 1970
FOR FILING

18-1148
7444

PREFIX NO. 18-1486

ADDENDUM "A" TO LOCATION PROSPECTUS
WEYERHAEUSER-HOLIDAY RANCH SECTION
GREEN SPRINGS HIGHWAY
KLAMATH COUNTY

NOTED
R. L. PORTER

The following addendum is submitted to correct and revise the Location Prospectus concerning the above-named section:

PARAGRAPHS 1 THROUGH 7: Correct as per original prospectus.

PARAGRAPH 8: TYPICAL SECTION - Delete and replace with:

> Right of way to be acquired for four 12-foot travel lanes, 10-foot shoulders and 4-foot median, except at Weyerhaeuser Road the median will be 16 feet. At this time a 32-foot paved facility will be constructed consisting of two 12-foot travel lanes and 4-foot shoulders; channelization at Weyerhaeuser Road will be two 16-foot travel lanes, one 16-foot refuge lane and 4-foot shoulders.

PARAGRAPHS 9 THROUGH 14: Correct as per original prospectus.

April 9, 1970

Bureau of Public Roads (3)
Forrest Cooper
F. B. Klaboe
D. J. Barbee
F. L. Hall
Ivan Merchant (4)
F. D. Morgan
J. M. Cartwright (2)
H. S. Cox (2)
W. N. Hackleman
A. D. Olson
Jack Rowland
C. G. Swenson
F. E. Terpin
J. F. Putnam (3)
Tom Edwards
V. D. Wolfe
F. B. Crandall
E. S. Hunter
D. H. Moehring (3)
L. H. Young
R. N. Chase
B. L. Gifford
V. J. Johnson
R. E. Olson
Robert Royer
W. H. Tebeau
F. W. Yarbrough (2)

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APR 13 1970
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
FORREST COOPER

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APR 7 - 1970
FOR FILING

18-1148
7444

April 7, 1970

Mr. W. B. Early
Legion Manager
Weyerhaeuser Company
Post Office Box 9
Klamath Falls, Oregon 97601

Dear Mr. Early:

Reference is made to your April 2 suggestion that the State bear the cost of channelization at your entrance in exchange for a four-lane right-of-way. This is on the Green Springs Highway westerly of the Green Springs junction with The Dalles-California Highway.

We will recommend this proposition to the Highway Commission and unless you hear to the contrary in the very near future, you may consider it approved.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

RLP:ms

cc Forrest Cooper
F. B. Klabee
Victor D. Wolfe
F. D. Morgan
D. H. Moehring
J. F. Putnam

Weyerhaeuser Company

P.O. Box 9
Klamath Falls, Oregon 97601
A/C 503 • 882-2521

April 2, 1970

Mr. R. L. Porter
Deputy State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Dear Mr. Porter:

In the course of our discussions on the relocation of a portion of Highway 66, between Klamath Falls and Keno, it has come to our attention that it is the State's desire to develop a four lane highway from the Highway 97 interchange toward Keno, at some time in the future. In order to facilitate this project, Weyerhaeuser Company would consider granting sufficient right of way to the State for the four lane highway.

If the State would bear all the cost of channelization and other work involved with the relocated portion of Highway 66, at the point of intersection with our new access road, Weyerhaeuser would be willing to grant sufficient right of way across the whole parcel to accommodate a four lane highway, in return.

As I understand it, the decision as to whether this proposal is accepted or not has a significant bearing on the planning for the present relocation. Therefore, it is important that a decision on this proposal be made immediately. We will look forward to your decision.

Sincerely,

W B Early

W. B. Early
Region Manager

WBE:ac

cc: John Gunter
James Putnam

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APR 6 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 8 - 1970
FOR FILING

PREFIX NO. 18-1486

4-2-70

Comes
with
Town Hyp

LOCATION PROSPECTUS
WEYERHAEUSER-HOLIDAY RANCH SECTION
GREEN SPRINGS HIGHWAY
KLAMATH COUNTY

NOTED
FORREST COOPER

HIGHWAY: Green Springs. State Primary No. 21; Federal-aid Primary No. 15.

TERMINI: The westerly terminus is at M.P. 56.6, which point is 6.6 miles easterly of Keno. The easterly terminus is at M.P. 57.7, which point is 1.5 miles westerly of the junction of the Green Springs Highway with The Dalles-California Highway.

NOTED
L. PORTER

LENGTH: 1.1 miles.

PROGRAM: Not programmed.

NARRATIVE: This will be a location survey to prepare plans, specifications and estimates for construction on new alignment. A reconnaissance study has been made. Soils investigations will be conducted. Drainage problems are not anticipated, however, studies of past high water data will be made to see if the design of this project will be affected. An economic analysis is not needed at this time.

CHARACTERISTICS: Present ADT 1700; projected ADT 2700.

STANDARDS: Class "B". Deviations from State and AASHO standards are anticipated in the shoulder widths.

TYPICAL SECTION: Two 12-foot travel lanes and 4-foot paved shoulders.

STRUCTURES: None.

MATERIAL: Investigations for suitable material will be made during the survey and referenced to the line.

ADD'L FACILITIES: There are no stream crossings, railroads or airports affected by this survey.

UTILITIES: Routine utility adjustments are anticipated.

AGREEMENTS: Agreements with Klamath County are necessary. An opportunity for a public hearing will be offered.

PARKS: None affected.

April 2, 1970
Attach

Bureau of Public Roads (3)
J. F. Putnam (3)
Forrest Cooper
Tom Edwards
F. B. Klaboe
V. D. Wolfe
D. J. Barbee
F. B. Crandall
F. L. Hall
E. S. Hunter
Ivan Merchant (4)
D. H. Moehring (3)
F. D. Morgan
L. H. Young
J. M. Cartwright (2)
R. N. Chase
H. S. Cox (2)
B. L. Gifford
W. N. Hackleman
V. J. Johnson
A. D. Olson
R. E. Olson
Jack Rowland
Robert Royer
C. G. Swenson
W. H. Tebeau
F. E. Terpin
F. W. Yarbrough (2)

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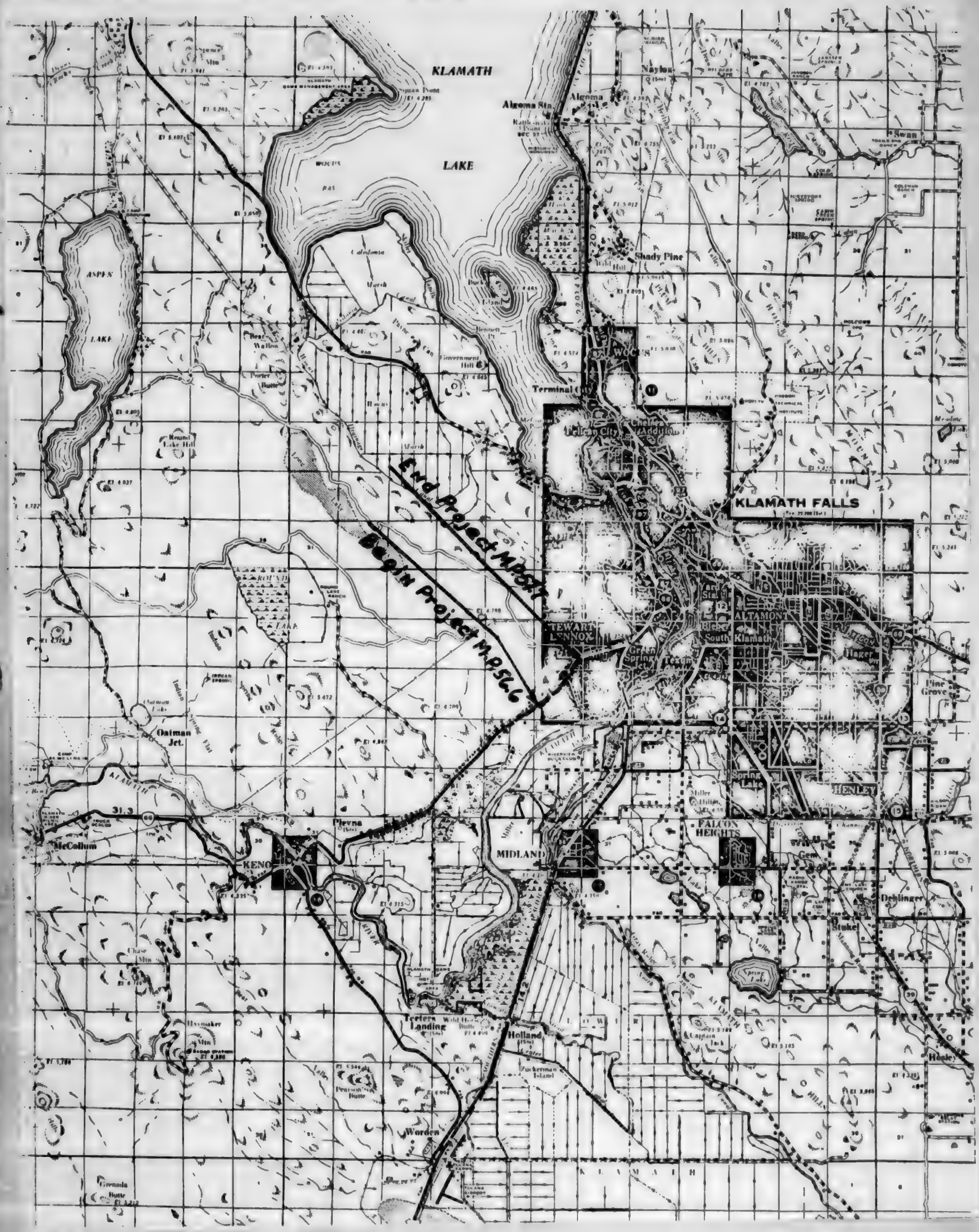
APR 7 1970
OFFICE OF
STATE HIGHWAY ENGINEER


KLAMATH
LAKE
Algoma Sta.
Algoma
Naylor
Swan
Shady Pine
ASPEN
LAKE
Terminal City
Klamath Falls City
Addition
KLAMATH FALLS
EWD Project M.P.S.&I.
Begin Project M.P.S.&I.
TEWAUKNNOX
ALTAMONT
Klamath
Pine Grove
Oatman Jct.
HENLEY
31.3
McCollum
KENO
Plevna
MIDLAND
FALCON HEIGHTS
Dehlinger
Stukel
Peters Landing
Holland
Worden

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MAR 25 1970
FOR FILING

18-1148
7444

March 23, 1970

Oregon State Highway Commission

Gentlemen:

We have been requested by the Weyerhaeuser Company to realign about 4,000 feet of the Green Springs Highway near the Company's operation about two miles westerly of the Green Springs Junction. This is in connection with some new construction Weyerhaeuser is doing at its plant, and it has agreed to furnish whatever right-of-way is necessary.

It is estimated that the construction will cost approximately $200,000 and I recommend that it be added to the Construction Program for the coming summer. We do not have a firm commitment from Klamath County, but it has been indicated by one Commissioner and the County Engineer that the County will assume responsibility for the old road.

The matter was verbally approved on March 19 by Chairman Jackson and will be on the agenda for your confirmation at the April 21 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
V. D. Wolfe
F. B. Klaboe
D. J. Barbee
F. D. Morgan
L. H. Young
V. E. Skoog
H. S. Cox
J. F. Putnam

RLP:ms sr

T. 39 S., R. 8 E. W. M.

12

$\frac{1}{4}$ Corner

13

John A. Benson
N.W. $\frac{1}{4}$ of N.E. $\frac{1}{4}$

EQUATION
382 + 72.9 P.T.
383 + 25.7
382 + 87.9

To Klamath Falls 3½ Miles

385

383 + 67.25

N. 27°
17' E.

10° C.L.
Δ 42° 21'
T. 222.0

370 + 49.4 P.C.

ASHLAND - KLAMATH FALLS HIGHWAY

k Quarry

377 + 25.1

375 + 42.8

167.9'

135.9'

30'

30'

375

N. 69° 38' E. 306.6'

North 540'

West 639.4'

Point of Beginning

R = 603.0'

L = 445.7'

30'

0.47 Ac. R/W

1.69 Ac.

Sold to Klamath Co. School Dist.
D.S-94

Stock Pile Site
3.00 Acres
Deed S-94

North 186.7'

250'

456.2'

South 98.87'

IR-1-794

Call Dist. #1
Klamath Falls

OREGON STATE HIGHWAY D

Property Acquired

JOHN A. BENSON

— for —

337+38.3 P.T.

N 49°53' E

340

337+93.7 P.C.

346+05.1 P.T.

N 31°01' E

349+67.7 P.C.

350

352+05.2 P.T.

N 19°05' E

6°C.L.
Δ 18°52'
T. 158.7'

5°C.L.
Δ 11°46'
T. 118.1'

12" Conc. Pipe

Proposed Access
If LL Not Reconstructed

N 55°17½' E

358+42.1 P.C.

361+58.1 P.T.

C.L. Holliday

12°C.R.
Δ 37°55'
T. 164.0'

N 57°10' E

370

371+54.7 P.C.

373+10.7 P.T.

12" Conc. Pipe

6°C.R.
Δ 11°28'
T. 76.3'

N 69°34' E

Stock

CSCO Dwg. No. IR-1-754

N 27°17' E Back
N 27°16' E Ahd

J.A. Benson

376+49.4 P.C.

382+72.9 P.T.

12" Conc. Pipe

340

383+20.1 Ahead
382+87.9 Back
Δ 5°51'
T. 27.1'

Sold to Klamath County
See IR-1-754

EQUI

4°C.L.
Δ = 28°00½' - 2nd
T. 426.2'

13

12°C.R.

HDT 0.1 W
0.1 E

Ahead 1650
Back 3800

Recon. Est.
Portion of
Keno-Klamath Falls Sec.
Green Springs Hwy
Dep. No. 1 B 23-4

1°C.L.
Δ 5°24'
T. 270.2'

331+32.5 P.C.

330

337+36.3 P.T.

340

N 49°53' E.

342+93.7 P.C.

6°C.L.
Δ 18°52'
T. 156.7'

346+09.1 P.T.

349+67.7 P.C.

350

N 31°01' E.

352+03.2 P.T.

5°C.L.
Δ 11°46'
T. 118.V

N. 19°05' E.

358+44.1 P.C.

12°C.R.
Δ 37°55'
T. 164.0'

361+58.1 P.T.

C.L. Holliday

N. 57°10' E.

370

371+54.7 P.C.

12" Conc. Pipe

373+10.7 P.T.

6°C.R.
Δ 12°28'
T. 73.3'

N. 69°31'

373+

Stock

(See Dwg. No. 1

36" Conc. Pipe

Proposed Access
If 66 Not Reconstructed

340

12" Conc. Pipe

354

N 55°17½' E

N 27°17' E Back
N 27°16' E Ah

Δ = 28°00½'

C.L. Holliday

13

HDT 0.1 W
0.1 E

1650
3800

RECEIVED
MAR 23 1970

18-1148
7444

Salem, Oregon 97310
March 20, 1970

Mr. D. J. Barbee
Design Engineer
BUILDING

Weyerhauser Company Access
Green Springs Highway
Klamath County

I am returning your file on the proposed improvement of the Green Springs Highway near the Weyerhauser mill.

Please proceed immediately with this project with the ultimate goal being the completion of the construction work during the coming construction season. As soon as you have anything at all on paper have Mr. Putnam contact the Weyerhauser people and show them what our plans are. They have guaranteed to provide all the right-of-way necessary for the entire project.

F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

cc: R. L. Porter

FORM S-20 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

February 27, 1970

SUBJECT: Weyerhauser Company Access
Green Springs Highway
Klamath County

To:

Mr. F. B. Klaboe
Assistant State Highway Engineer
Building

The Weyerhauser Company is expanding their plant located just south of the Green Springs Highway about two miles westerly of the junction with US97. Richard K. Miles, local manager for Weyerhauser, has submitted a layout sketch showing the mill facilities and an access proposal to a possible relocation alignment to the Green Springs Highway. He is requesting that the State Highway Commission consider relocation construction of the highway adjacent to the mill site, and states that if a this-year priority were set for such work, and if the Company would realize a substantial savings in their access road cost, Weyerhauser would donate the portion of the right of way across their lands needed for the improvement. The sketch and a copy of Mr. Miles' letter are included herewith.

A copy of Mr. Putnam's forwarding letter with comments relative to the subject access, along with a vehicular count sheet for Weyerhauser Road and Jim's suggested realignment on an excerp from the right of way map, are included for your information. I have added prints of the Construction plan sheets in this area for the existing highway and a quadrangle map.

Considering first Weyerhauser's preliminary access proposal to enter the existing highway near Station 334 with no reconstruction of the highway planned, there appears to be no strong objectional features to this location. The sight distance is reasonably good and the gradient is flat. The roadway is narrow, about 28 feet, as I recall, including shoulders. Channelization would be desirable in view of the large volume of traffic almost certain to use the mill access in consideration of the expansion plan.

Secondly, improvement of this existing low standard existing highway appears needed within the next few years, at least on the section between the Weyerhauser Road and the junction of the Green Springs with The Dalles-California Highway. The traffic count herewith indicates about 4,500 vehicles for a summer weekday on this stretch. The 1969 ADT is approximately 4,000. Mr. Putnam estimates that reconstruction of some 4,000 feet of the highway adjacent to the mill area would cost $175,000. It may be that consideration of Weyerhauser's request and right of way offer bears merit; Weyerhauser's one-year time limit is unrealistic, however.

Weyerhauser desires information as to consideration that may be given their request as soon as possible.

D. J. Barbee
Design Engineer

By W. N. Hackleman

W. N. Hackleman
Assistant Chief Locating Engineer

WNH:jp
Attach.
cc: J. F. Putnam

RECEIVED
MAR 2 1970
OFFICE OF
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Bend, Oregon 97701
February 20, 1970

To: D. J. Barbee
Design Engineer
Salem, Oregon

SUBJECT: Access Change
Weyerhauser Company
Green Springs Highway
Klamath County
Prefix 18-20

The Weyerhauser Timber Company in Klamath Falls is in the process of expanding their plant located just off the Green Springs Highway, southwesterly of Klamath Falls. Their reconstruction includes the building of a new access road to the plant facilities and prior to the constructing of a permanent channelization for the approach they desire to know if we have any immediate plans for reconstructing the Green Springs Highway in this vicinity.

Enclosed is a copy of a letter from Weyerhauser's local manager advising us that they feel the additional traffic generated by the expansion of the mill will make this portion of the Green Springs a hazardous stretch, and stating that they will be willing to donate that portion of the right of way which crosses their land.

A copy of their plan showing their proposal is attached for your perusal. I do not particularly like the location of the channelization on a curve, nor do I care for the alignment which they have proposed. I am enclosing a portion of our right of way map showing the alignment I would prefer which can be built at an estimated cost of $175,000.

Weyerhauser does not anticipate completing their construction and having a need for the new approach for approximately one year. They would like to know if the Highway Commission would consider reconstructing this portion of the Green Springs Highway some time this year. In the event that we do not, they will move their access point to that shown on the small scale map.

I am also enclosing, for your information, a recent count taken at the present Weyerhauser access road. You will note that we are fast approaching four lane warrants with over 50% of the traffic utilizing the Weyerhauser road. In my opinion some work is going to have to be done in the near future to provide for their heavy traffic flow.

Will you please advise, as soon as possible, whether or not the Highway Division will give consideration to Weyerhauser's request.

1 Barbee
2 Hall
3 A. Olson
Campbell
Terpin
Swanson

RECEIVED
FEB 24 1970
DESIGN DIVISION

Trout
Willis
Hackleman
Scott
R. Olson
Carstensen

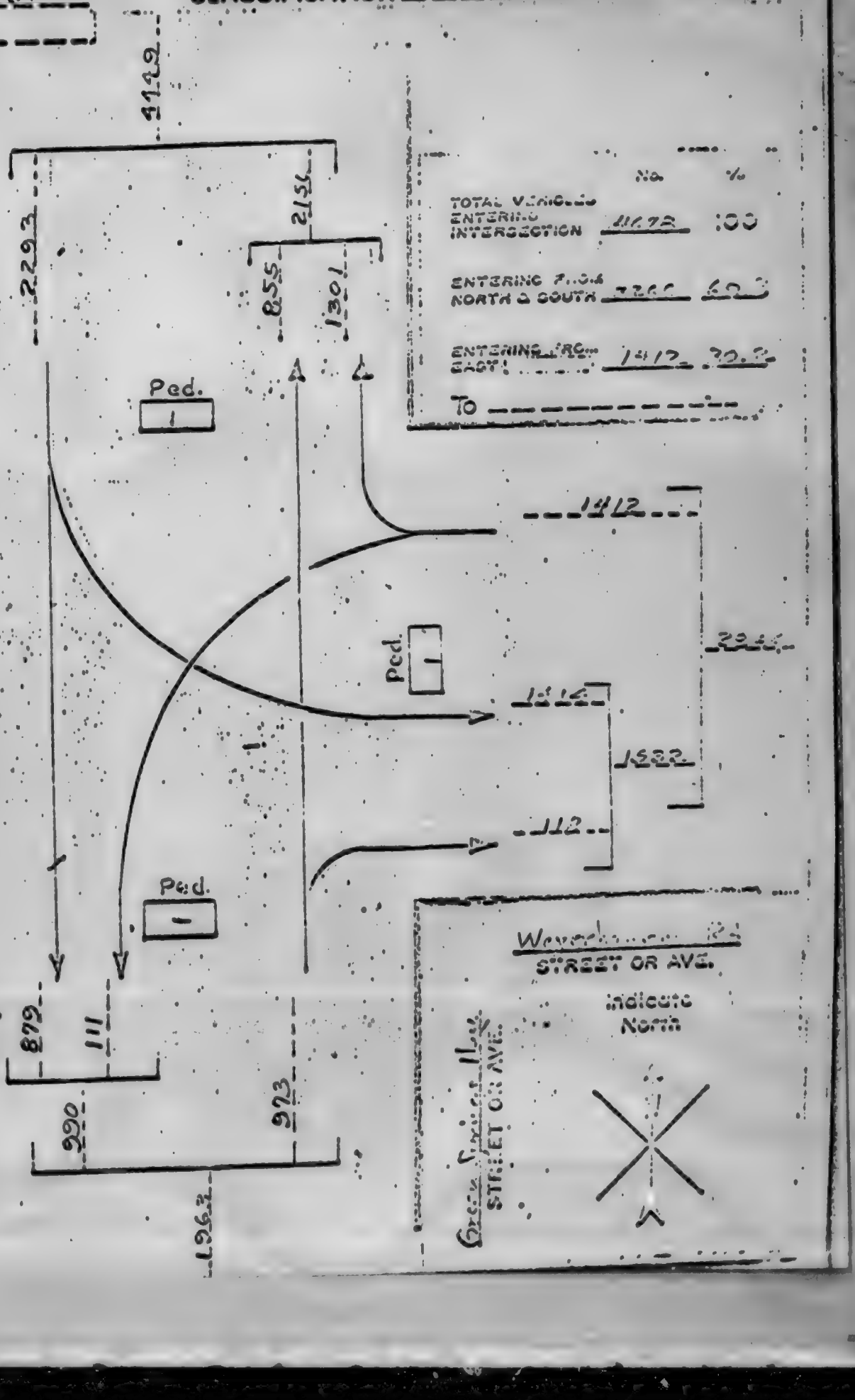
J. F. Putnam
Division Engineer

JFP/dk
enclosures
cc - J. L. Gunter

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
TWENTY-FOUR HOUR VEHICULAR VOLUME

DATE Aug 4 & 5, 1952
DAY OF WEEK Mon & Tue
ACTUAL COUNT (VEH) 16 HRS.
HOURS COUNTED 6 A.M. to 10 P.M.
PEDESTRIAN COUNT 16 HRS.
HOURS COUNTED 6 A.M. to 10 P.M.
WEATHER Clear

CITY OF Klamath Falls
INTERSECTION OF Geo. Spring Blvd. & Washburn Rd.
AND
STATION NO. MP-2264
CODE NO.
CLASSIFICATION All Vehicles



	No.	%
TOTAL VEHICLES ENTERING INTERSECTION	11478	100
ENTERING FROM NORTH & SOUTH	7266	63.3
ENTERING FROM EAST	4212	36.7
TO		

Remarks: 16 Hour Count
Count Includes Both
Directions Vehicles Count

21-4235 Yaquina Bay Bridge on Oregon Coast Hwy. near Newport 1970
#7445 (Maint. painting)

APR 26 1971

21-4235
7448

April 23, 1971

United Pacific Insurance Co.
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

On April 8, 1971, we wrote to you concerning release of final payment on Contract No. 7445 awarded to We Painters, Inc., for maintenance painting of the Yaquina Bay Bridge on the Oregon Coast Highway in Lincoln County.

Final payment on this contract is $465 and the total contract amount of $129,300. No work was performed under force account.

Very truly yours,

Floyd Avery, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Read, Assistant Secretary

fm

cc We Painters, Inc.
Box 334
Lynnwood, Washington 98036

Frank Morgan
Ivan Merchant
V. E. Skoog
Attn: John Kerr
R. D. Asberry

RECEIVED
APR 8 - 1971

21-41335
7445

April 7, 1971

Oregon State Highway Commission

Gentlemen:

Work was completed March 17, 1971 on Contract No. 7445. The contract was with We Painters, Inc. and was for maintenance painting on the Yaquina Bay Bridge Section of the Oregon Coast Highway in Lincoln County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective April 7, 1971 and that you concur in this procedure at the Commission meeting on May 4, 1971.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

R. L. Ferter
State Highway Engineer

cc: Floyd Query
Tom Edwards
A. E. Johnson
Victor D. Wolfe
F. D. Morgan
I. D. Merchant
V. E. Skoog
L. H. Young
R. D. Asburry

VG:fw

21-4235

FORM E-1 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Yaquina Bay Bridge		WEEK ENDING: March 20, 1971
		SECTION PREFIX: 21-4235
HIGHWAY: Oregon Coast		COUNTY: Lincoln
NAME OF JOB: Yaquina Bay Bridge	KIND OF WORK: Maintenance Painting	
CONTRACTOR: We Painters, Inc.	CONTRACT NUMBER: 7445	FEDERAL AID PROJECT NUMBER: (state)
DATE OF CONTRACT: Luly 31, 1970	DATE WORK STARTED: August 10, 1970	ESTIMATED COMPLETION DATE: ~~March 20, 1971~~
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 2 SUPERVISION: 1	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 400	CALENDAR DAYS USED 209
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 52.3
PROJECT AUTHORIZATION: $147,323.00		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
EXCLUSIVE OF ENGINEERING: $135,641.00	ENGINEERING AUTHORIZATION $11,682.00	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $135,641.00	ENGINEERING COST TO DATE $ 10,691	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100
ESTIMATED PERCENT: OVERRUN UNDERRUN . . . . . 0 %	PERCENT OF AUTHORIZATION 91.5%	DATE PROJECT WAS COMPLETED: March 17, 1971

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK: 1 #125 Compressor, 1 steam cleaner and two pickups.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Rain	1		
MONDAY	Fair	1		
TUESDAY	Fair	1		
WEDNESDAY	Fair	1		
THURSDAY				
FRIDAY				
SATURDAY				

Routing
Walker
Boehme
Johnsen

RECEIVED
MAR 22 1971
CONSTRUCTION
DIVISION
BEN CLIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
3-14 SUNDAY	No activity due to inclement weather.
3-15 MONDAY	Contractor cleaned and applied washcoat in bays #13 through #20 on 600' center span deck system. Also applied vinyl coat in Bays #15 through #20.
3-16 TUESDAY	Applied vinyl coat in Bays #13 and #14, cleaned and applied wash coat and vinyl coat in bays #5 through #12 of the 600' center span deck system. All holidays and touch up work completed today.
3-17 WEDNESDAY	
3-18 THURSDAY	
3-19 FRIDAY	
3-20 SATURDAY	

REMARKS

All work required of the contractor on this project was completed on Wednesday, March 17, 1971.

,This will be the final weekly report on this project.

Dean Mandrell of the Salem lab was on tne project Tuesday March 16, 1971 and checked on the paint system.

By: SIGNED George Danforth LOCATION Tillamook

Charles W. Edson

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SR2E216

21-4235

RECEIVED
AUG 24 1970
FORM E-30-X (12-67)

FOR FILING

21-4235
7445

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 20, 1970

SUBJECT: Yaquina Bay Bridge Maintenance Painting
Oregon Coast Highway
Lincoln County
Contract 7445

To: Ivan D. Merchant
BRIDGE ENGINEER

Attention: Al Rear

Following up our discussion in connection with possible damage claims such as paint on vehicles and so forth, the following is the name of the insurance company that a person should contact in this event:

Hurley, Atkins & Stewart
220 West Harrison Street
Seattle, Washington 98119
Telephone: Atwater 4-7272

R. D. Asburry
REGIONAL ENGINEER

by John G. Canfield

John G. Canfield
REGIONAL OFFICE ENGINEER

JGC/cg

cc: Secretary
Legal Dept.
Const. Dept.
George Danforth
H. H. Patterson
Howard Johnson

NOTED
C. W. HEAD

RECEIVED
AUG 11 1970
FOR FILING

21-4235
7445

PAINTING & DECORATING

INDUSTRIAL & COMMERCIAL

Files

WE PAINTERS, INC.

Bridges and Sand Blasting

BOX 334, LYNNWOOD, WASH.
PROSPECT 8-1666

August 8, 1970

Oregon State Highway Commission
Highway Building
Salem, Oregon 97310

Mr. Floyd Query, Secretary

Dear Sir:

Enclosed is a copy of the minutes of the corporation, of our annual meeting, May 31, 1970.

This is in regard to our Contract No. 7445 for the Yaquina Bay Bridge Maintenance Painting Project.

Very truly yours,

Olav Nesheim, Jr.
Vice President
WE PAINTERS INC.
P.O. BOX 334
LYNNWOOD, WASHINGTON
98036

NOTED
FLOYD QUERY

RECEIVED
AUG 10 1970
OREGON
STATE HIGHWAY COMMISSION

Minutes of Annual Meeting of Board of Directors
Of
We Painters Inc.

The annual meeting of the Board of Director's of We Painters Inc. a Washington Corporation, was held on the 31st of May, 1970, at the hour of 10:00 A.M. at the offices of their accountants at 6205 200th S.W. Lynnwood, Washington, immediately following the adjournment of the annual meeting of the stockholders.

The following Directors of said Corporation, to wit:

Andrew Nesheim
Olav Nesheim, Jr.
Marie Nesheim

were present in person and consented to the holding of the meeting.

Andrew Nesheim presided as the chairman of the meeting and Marie Nesheim acted as secretary.

The chairman called the meeting to order. He stated that the first order of business was to elect officers of the corporation. Whereupon, the following persons were nominated and unanimously elected to the offices set opposite their respective names, each to hold office, until the next year, to transact all business and execute all instruments of the Corporation, until the next annual meeting and until their successors have been elected and qualified.

Andrew Nesheim, President
Olav Nesheim, Jr. Vice President
Bernice Nesheim, Secretarty
Bernice Nesheim, Treasurer

The chairman then reviewed the activities of the Corporation for the past year.

Whereupon, on motionduly made and seconded, the following resolutions were unanimously adopted:

(1) Resolved that all the acts of the officers for and on behalf of the Corporation since the last meeting of the Board of Directors are in all ways ratified, approved and adopted for and on behalf of the Corporation.

(2(Resolved that Olav Nesheim, Jr., Vice President, be authorized to sign any legal document in behalf of the Corporation.

There being no further business to come before the meeting, the same, upon motion, was duly adjourned.

Attest:

Andrew Nesheim
Chairman

RECEIVED
AUG 10 1970
OREGON
STATE HIGHWAY COMMISSION

Bernice Nesheim
Secretary

RECEIVED
AUG 3 - 1970
FOR FILING

21-4235
7445

We Painters Inc.
P. O. Box 334
Lynnwood, Washington 98036

July 31, 1970

Gentlemen:

The State Highway Commission today awarded to you State Highway Contract No. 7445 in the amount of $129,300 for maintenance painting of the Yaquina Bay Bridge on the Oregon Coast Highway in Lincoln County.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Floyd Quary, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm
bc Frank Morgan
D. J. Barbee
I. D. Merchant
Bob Bothman
R. D. Asburry
H. H. Patterson
Wm. Oeibel (SAIF)

RECEIVED
JUN 16 1970
FOR FILING

21-4-2335
7445

GAME COMMISSION

OFFICE OF THE DIRECTOR

Routing
Trout
Wille
Heckleman
Scott
R. Olson
Carsten
A. Olson
Sample
Terpin
RECEIVED
JUN 9 1970
DESIGN DIVISION

P.O. BOX 3503 • 1634 S.W. ALDER ST. • PORTLAND, OREGON • 97208 • Ph. 222-9611

TOM McCALL
GOVERNOR

COMMISSIONERS
GEORGE L. HIBBARD, Chairman
JOHN P. AMACHER, Vice Chairman
J. PAT METKE, Member
JOSEPH W. SMITH, Member
JAMES W. WHITTAKER, Member

JOHN W. McKEAN
State Game Director

June 5, 1970

cc's sent 6-9-70

F. B. Klaboe
L. H. Young
W. J. Hart (3)
C. G. Swenson
W. H. Tebeau
F. E. Terpin (3)
R. D. Asburry (4)
H. S. Coulter (2)

NOTE F.B. KLABOE

State Highway Engineer
Highway Building
Salem, Oregon 97310

Attention Mr. Frank L. Hall

Dear Sir:

We are replying to your letter of June 1, 1970, which referred to the project plans for the following construction.

1. Yaquina Bay Bridge, Painting
   Oregon Coast Highway, Lincoln County

2. Willow Creek Bridge Section
   Wallowa Lake Highway, Union County

3. Champoeg State Park
   Overnight Camp Area, Marion County

A review of these plans indicates that there will be no conflict with wildlife resources, so they are approved.

Construction on the Willow Creek Bridge Section, which would produce siltation, should be completed prior to September 15, as there is an extensive sport-fishery in the Grande Ronde River below the project in the fall.

The opportunity to comment is appreciated.

RECEIVED
JUN 9 1970
OFFICE OF
STATE HIGHWAY ENGINEER

Very truly yours,

R. O. Koski

R. O. Koski
Fishery Staff Specialist

RECEIVED
JUN 9 1970
OFFICE OF
STATE HIGHWAY ENGINEER

ROK:js

cc: Dir. OFC, Wm. Brown

RECEIVED
JUN 16 1970
FOR FILING
STATE OF OREGON
1859
7445

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

JUN -8 1970
RECEIVED
FISH COMMISSION
Director
Asst. Director
Fiscal Officer
Spec. Asst.
Auditor
Licenses
Fish Culture
Engineering
Information
Surname

June 1, 1970

Mr. Robert W. Schoning
State Fisheries Director
Fish Commission of Oregon
307 State Office Building
Portland, Oregon 97201

Attention: Mr. Burt Carnegie

N. D.
F. B. KLABUE

Dear Sir:

To comply with Modification No. 1 dated May 19, 1965 of our Memorandum of Understanding dated September 12, 1963, herewith the following preliminary plan sheets on projects scheduled for contract letting July 23, 1970:

No problems antic.

Yaquina Bay Bridge, Painting
Oregon Coast Highway, Lincoln County

Willow Creek Bridge Section
Wallowa Lake Highway, Union County

water quality & passage

Champoeg State Park
Overnight Camp Area, Marion County

No problems antic.

cc's sent 6-9-70

F. B. Klaboe
L. H. Young
W. J. Hart (3)
C. G. Swenson
W. H. Tebeau
F. E. Terpin (3)
R. D. Asburry (4)
H. S. Coulter (2)

Your special attention and recommendations will be appreciated.

S.H.R. 6-5-70
Dear Frank,
Fish passage & water quality should be maintained on Willow Cr. Bridge section. No conflicts anticipated at other jobs.
BURT

Very truly yours,

Forrest Cooper
State Highway Engineer

By Frank L. Hall
Frank L. Hall
Assistant Design Engineer

Attach.

RECEIVED
JUN 9 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 8 1970
DESIGN
DIVISION

4-3739 #7446	Del Rey Beach Section, N. of Gearhart (Grading, paving and structure)	1970

CIA 3896

RECEIVED
[illegible]
FOR FILING

4-3137
7446

NOTED
A. E. JOHNSON

Salem, Oregon
May 28, 1971

MEMO TO THE FILES

RE: A. C. Penalty
Saddle Mountain Junction-Little
North Fork Nehalem River
Nehalem Bay State Park
Del Rey Beach

There has been considerable discussion on the asphalt concrete production as far as penalty for non-specification mix is concerned on the subject projects. The mix for all three projects was produced from one plant belonging to Roy L. Houck Sons' Corporation and set up on the Saddle Mountain project.

Three items of a nonspecification product were involved: they were moisture content, gradation and asphalt content. The main one in question involved asphalt content. Originally, the asphalt content was based on a daily basis using tank stickings to compute volume. Later it was determined that due to excessive slope in the tanks, the stick readings were of questionable accuracy and that the asphalt content as determined by rotorex testing methods was probably better.

Therefore, the computations were made basing on the rotorex determined quantities of asphalt. There was only a minor change in the Saddle Mountain and Del Rey projects in non-specification quantities of asphalt. There will be no change involved in these two jobs.

There was, however, quite a little change in the Nehalem project and the Resident Engineer is being advised by the Region to execute a revised Price Agreement to make the change.

On this date, Jim Houck, Jerry Wimer and I met and discussed the study of the re-computations and recommendations. Jim Houck apparently agreed and it is thought that this will final out these projects.

Jerry Wimer is writing a report also on this project.

John H. Walker
Field Construction Engineer

JHW:fw

cc: A. E. Johnson
R. D. Asburry

RECEIVED
[illegible]
FOR FILING

RECEIVED
APR 30 1971
FOR FILING

4-3739
7446

April 29, 1971

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, Washington 98401

[redacted]:

Contract No. 7446 awarded to E. W. Eldridge, Inc., for work on the Del Rey Beach Access Road Section in Clatsop County was completed on November 28, 1970 and accepted by the Highway Commission on April 28, 1971.

Final payment in the amount of $1,000 will be released to the contractor after May 6, 1971. The total contract amount is $43,647.35 including $452.59 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Oxley, Secretary
OREGON STATE HIGHWAY COMMISSION

RL

cc E. W. Eldridge, Inc.
P. O. Box 96
Sandy, Oregon 97055

bc Frank Morgan
Ivan Morehart
V. E. Skoog
Attn: John Herr
R. D. Asberry

RECEIVED
APR 29 1971
FOR FILING

4-3739

7446

April 28, 1971

Oregon State Highway Commission

Gentlemen:

Work was completed November 28, 1970 on Contract No. 7446. The contract was with E. W. Eldridge, Inc. and was for grading, paving and structure on the Del Rey Beach Access Road Section in Clatsop County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective April 28, 1971 and that you concur in this procedure at the Commission meeting on May 4, 1971.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Floyd Query
Tom Edwards
A. E. Johnson
V. B. Wolfe
F. D. Morgan
I. D. Merchant
V. E. Skoog
L. H. Young
R. D. Asburry

VG:fw

RECEIVED
FEB 17 1971
FOR FILING
+/- 8739

CLATSOP COUNTY

Courthouse . . . . Astoria, Oregon 97103

February 12, 1971

R. L. Porter, State Highway Engineer
Oregon State Highway Division
Highway Building
Salem,
Oregon 97310

Attention: Lloyd P. Shaw, Assistant State Highway Engineer

Subject: Del Rey Beach Access Road - OSHD Contract No. 7446

Dear Sir:

Enclosed please find Clatsop County trust fund check No. 54810, in the amount of $5,653.28 in payment of Clatsop County's share (12/102) of the cost of bridge construction on the Del Rey Beach Access Road (County Road No. 340), as per agreement between the State Highway Commission and Clatsop County.

Also enclosed is a copy of the Order authorizing the disposition of funds that were being held in trust by Clatsop County for Marsh Hoffman and George C. Fraser ($7,500.00) to cover cost of the additional 12 feet of bridge. This Order should be self explanatory.

Hoping that this will successfuly complete this portion of our agreement on the Del Rey Beach project, I am,

Very truly yours,

Ron R. Church

Ron R. Church, Admin. Asst.
Board of County Commissioners

encl.

Original to Skeen with check
2-17-71

NOTED
LLOYD P. SHAW

RECEIVED
FEB 18 1971
OFFICE OF
STATE HIGHWAY ENGINEER

BEFORE THE BOARD OF COUNTY COMMISSIONERS

CLATSOP COUNTY, OREGON

IN THE MATTER OF PAYMENT FOR BRIDGE CONSTRUCTED ON DEL REY BEACH ROAD, OREGON STATE HIGHWAY DIVISION CONTRACT NUMBER 7446, AND DISPOSITION OF DEPOSIT HELD IN TRUST BY CLATSOP COUNTY.

O R D E R

WHEREAS, this matter having come on regularly at this time to be heard before the Board of County Commissioners of Clatsop County, State of Oregon, sitting for the transaction of county business this 10th day of February, 1971, said day being the 6th day of the regular February Term of said Board; and

WHEREAS, it appearing that the County of Clatsop by and through its Board of County Commissioners has entered into an agreement and supplemental agreement with the State of Oregon by and through its State Highway Commission on February 3, 1970, with regard to the construction of the DEL REY BEACH ACCESS ROAD, (County Road No. 340) which included the construction of a bridge across Neacoxie Creek; and

WHEREAS, Clatsop County has entered into an agreement with Marsh Hoffman and George C. Fraser, dba Bridlewild Properties, which provides as follows:

TRUST DEPOSIT AGREEMENT

WHEREAS, CLATSOP COUNTY, a political subdivision of the State of Oregon, has desired certain right of way lands from Marsh Hoffman and Gearge C. Fraser, doing business as Bridlewild Properties, for the construction of County Road No. 340 to the Del Rey Beach platted area, and

WHEREAS, a compromise and settlement have been reached between the parties providing for certain exchanges of land and vacations of streets of lands involved in the exchange to permit timely establishment of the right of way and immediate construction and as a further compromise agreement, Hoffman and Fraser herewith deposit the sum of $7,500.00 with the Clerk of Clatsop County, Oregon to be held in trust for Hoffman and Fraser pursuant to the following agreement, to-wit:

1. By this payment, Fraser and Hoffman agree to pay 12/102 of the cost of the bridge structure to be constructed pursuant to the supplemental agreement executed by the State of Oregon and Clatsop County, Oregon as modified by the State of Oregon, to be a maximum obligation on Clatsop County and therefor Hoffman and Fraser to the sum of $10,000.00. Therefore, Hoffman and Fraser agree to pay only the actual cost of 12/102 of the bridge extension or $10,000.00, whichever sum is less.

2. Clatsop County agrees to return to Hoffman and Fraser any amount deposited with it not actually expended for the purpose stated herein.

3. Clatsop County further agrees that upon completion of said bridge right of way, it shall grant a perpetual easement of usage to Hoffman and Fraser, dba Bridlewild Properties, its successors and assigns, for the usage of the underpass located on the easterly bank of the Neacoxia Creek under the 12 feet additional bridge length paid for by Hoffman and Fraser herewith.

Dated July 1, 1970. ; and

WHEREAS, if further appearing that the construction on said road and bridge has now been completed and final costs ascertained by the State Highway Department, and that the total bridge cost is $48,052.88 of which Clatsop County's share = (12/102) x $48,052.88 = $5,653.28; and

WHEREAS, it is the desire of the Board of County Commissioners that, from the $7,500.00 being held in trust for said purpose, Clatsop County pay the County's share of the cost of the bridge, being $5,653.28, and return to Marsh Hoffman and George C. Fraser, dba Bridlewild Properties, the balance being held in trust being $1,846.72,

NOW, THEREFORE, IT IS HEREBY ORDERED that the Clerk of Clatsop County be authorized and instructed to pay to the State of Oregon Highway Commission the amount of $5,653.28 to satisfy Clatsop County's obligation in this matter.

IT IS FURTHER ORDERED that the Clerk of Clatsop County pay to Marsh Hoffman and George C. Fraser the amount of $1,846.72 as a return of the balance being held in trust.

DONE and DATED this 10th day of February, 1971.

BOARD OF COUNTY COMMISSIONERS
CLATSOP COUNTY, OREGON

COMMISSIONER

COMMISSIONER

James Scarborough
COMMISSIONER

RECEIVED
JAN FEB 12 1971
FORM E-90 (4-70)
FOR FILING
4-3737
1446

BP 52503-734

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

February 9, 1971

To: Mr. R. D. Asburry
Regional Engineer
EAST SALEM HIGHWAY BUILDING

SUBJECT: Del Rey Beach
Access Road
Contract No. 7446
Final Acceptance

NOTED
A. E. JOHNSON

As per G. W. Wimer's letter of January 8, 1971, the reduction in price for the non-specification AC concrete mixture and the low compaction indicated by the test results has been determined. This reduction in price amounts to $376.22 for the non-specification AC mixture plus $125.80 for the low compaction results for a total of $502.02. This reduction was determined as follows:

Date	Tonnage	Tons Dry Mix	Deficiency	Tons Out	Reduction	Amount
11-12	964.59					
11-13	427.72	Not considered.				
11-13	711.84	662.01	+0.2% Moisture	711.84	$ 0.14	$ 99.66
			-0.6% #10-0	3.97	12.50	49.62
11-17	1,020.46		+0.2% Moisture	1,020.46	0.146	142.86
11-18	600.57	+0.2% Moisture		600.57	0.14	84.08
						$376.22
			Low Compaction (See attached sheet)			125.80
			Total Reduction			$502.02

A Price Agreement for this amount is recommended and is to be processed through your office with the contractor. This would be in addition to the estimated $1,680 for correction of the surface texture subject to the contractor's election to accept the lump sum reduction or repair with his own forces.

F. D. Morgan
Construction Engineer

By M. D. Glenn by K. Berg

M. D. Glenn
Quality Control Engineer

RECEIVED
FEB 19 1971
OFFICE OF
STATE HIGHWAY ENGINEER

MDG:fw
Attach.
cc: A. E. Johnson
F. D. Morgan
John Jenkins

4-3739

E

FORM E-30

RECEIVED

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 8, 1971

CONSTRUCTION DIVISION

To: F. D. Morgan
CONSTRUCTION ENGINEER

SUBJECT: Regional Certification Qualification
Del Rey Beach
Contract No. 7446

Attached are the Regional and Resident Engineer Certifications and Test Result Summary. The following modifies the Regional Certification:

1) The contractor has already been advised December 28, 1970 by the attached letter from Vern Shull of the need to correct the surface texture at an estimated $1,680 should he elect to take a lump sum price reduction.

2) The a.c. quality is not fully satisfactory in the following respects:

a) moisture
b) gradation
c) asphalt content (should be reviewed)
d) compaction

3) Price Agreement No. 4 modifies the strength requirements of the prestress slabs furnished under bid items 25 and 26 to the actual strengths furnished.

4) The cutout problem on the guard rail post cited as a deficiency on Laboratory report 951196 is satisfactorily explained on Alfred A. Rear's December 9, 1970 inspection report.

Your office should compute the compaction penalty cited in 2-d above and give guidelines for computing the other deficiencies cited in 2. These guidelines can be turned over to Shull for actual computation and submittal of a penalty P.A. to the contractor. This seems a reasonable method to handle the deficiencies in this paving material.

Recommended reduction in Price -
Non-spec AC — $376.22
Low Compaction - 125.80
Total $502.02

Per letter of 2-9-71

R. D. Asburry
REGIONAL ENGINEER

by

Gerald W. Wimer
REGIONAL CONSTRUCTION ENGINEER

GWW/sr
Attachs.
cc: Vern Shull

FILED
FEB 8 - 1971
FOR FILING

4-3739

7446

1501

February 5, 1971

Mr. Marsh E. Hoffman
Marsh Hoffman Insurance Agency
230 Eighth Street
Astoria, Oregon 97103

Dear Mr. Hoffman:

I have discussed with Clatsop County your January 26 request for itemization of bridge construction costs, 12/102 of which were to be borne by Clatsop County and through the County by you.

Commissioners Hiram Johnson and Verne Stratton have directed that I contact you by letter in regard to this matter and that copies of correspondence be sent to them. Enclosed are a semifinal estimate on Contract 7446, Del Rey Beach Access Road, and a xerox copy of the partial payment made to the contractor on the semifinal estimate.

Semifinal, in this case, indicates that the construction quantities have been computed and checked, and that only miscellaneous costs involving State personnel have not been finalized. Ivan Merchant, Bridge Engineer, has separated the bridge items and finds that 12/102 thereof is $5,653.28.

Our agreement with Clatsop County requires payment by the County of the cost of 12/102 of the bridge. However, my conversation with the Commissioners mentioned above indicates that Clatsop County is agreeable to your direct payment to the State Highway Commission of $5,653.28 and upon acceptance of that amount by the State Highway Commission, Clatsop County will be duly credited and the matter placed on record. The release of your deposit in excess of the County's claim thereon would be a matter to be handled by the Clatsop County Board of Commissioners.

Very truly yours,

R. L. Porter
State Highway Engineer

By

Lloyd P. Shaw
Assistant State Highway Engineer

bc R. L. Porter
Tom Edwards
E. S. Hunter
David G. Talbot

LPS:ajw
Enclosure
cc Clatsop County Board of Commissioners /w enclosure

MARSH HOFFMAN INSURANCE AGENCY
330 EIGHTH STREET
ASTORIA, OREGON 97103
(503) 325-3962

January 26,I97I

State Highway Department
Salem, Oregon
Attention: Mr. Lloyd Shaw

RE: County-State road between Highway I0I and Pacific Ocean (Fancis E's Delray Beach Road)

Dear Mr. Shaw:

You will remember that the undersigned has agreed with the Clatsop County Commissioners to pay a percentage of the cost of bridge building at the Neacoxiem Creek at the above caption road.

Now that this road is completed including the bridge I am requesting that you give us a certified copy of the construction costs by way of a copy of the actual bid that was let for this job.

If we can obtain a copy of the bid we will of course then be able to apply the percentage that we agreed to pay so that we can find out whether or not we have additional monies to pay the county or whether or not part of our original $7,000.00 deposit will be refunded to us.

If there is some reason why you can not give us a certified copy of the bid showing the total cost of the bridge as an itemization there too, would you please tell me how we may be able to obtain such a copy to accomplish the above.

Thank you very much for your help in this matter.

Reguards,

Marsh E. Hoffman

MEH:mkh

Copy to Marchant
Trail Contract
bid agreement
1-29-71

NOTED
LLOYD P. SHAW

RECEIVED
JAN 27 1971
OFFICE OF
STATE HIGHWAY ENGINEER

#7446
4-3739

February 3, 1971

Del Rey Beach Section — Contract No. 7446

FINAL BRIDGE CONTRACT ITEMS

Bid Item No.			
22	Structure Excavation 38.56 CY x $12/CY	=	462.72
23	Drive State-furnished Piles 26 piles x $300/pile	=	7,800.00
24	Class A Concrete L.S.	=	4,375.00
25	4'x25'/30' prestressed slabs 9 slabs x$795/slab	=	7,155.00
26	4'x30'/35' prestressed slabs 9 slabs x$960/slab	=	8,640.00
27	4'x40'/45' prestressed slabs 9 slabs x$1200/slab	=	10,800.00
28	Reinforcement L.S.	=	1,500.00
29	Metal Rail 200 ft.x $7/ft.	=	1,400.00
	TOTAL BRIDGE CONTRACT ITEMS	=	$42,132.72

Price Agreement Items - (Bridge)

PA #4	Concrete Slab Price Adjustment	L.S.	-$330.19

Force Account Items (Bridge)

EWO #3	Jet Piling	141.23

Additional Anticipated Items (Bridge)

SFO #2	Furnish State-owned Piling	2,730.00
	TOTAL OF ABOVE ITEMS =	$44,673.76

Construction Engineering (Bridge)

As shown on job cost Summary Sheet, December 1970.

Bridge Cost/Total Project Cost (exclusive of engineering) x Engineering Costs = Bridge Engineering Cost

($44,673.76/$223,651.93) x 16,917.04 = 3,379.12

TOTAL BRIDGE COST = $48,052.88

Clatsop County's Share = (12/102) x $48,052.88 = $ 5,653.28
(Per Supplemental Agreement No. 3896)

OREGON STATE HIGHWAY DIVISION

CONTRACT PAYMENT VOUCHER – COVER SHEET

FORM A-20X (7-70)

PAYEE

E. W. Eldridge Inc
P. O. Box 98
Sandy, Oregon 97055

HIGHWAY FUND WARRANT NO.

25509

AMOUNT

$ 1,377.58

For payment of accounts incurred by the State Highway Division by authority of O.R.S. 366.435.

CONTRACT NO.

7446

ESTIMATE NO.

5 Semi Final

PERIOD COVERED:

to 11/28/70

APPROVED:

J. K. Boe
J. K. Boe For
CONSTRUCTION ENGINEER

This claim has been authorized in the above amount:

(DEPUTY STATE HIGHWAY ENGINEER)

CONTRACTOR'S CERTIFICATE

I, _____ certify that I am _____

(IF FIRM OR CORPORATION, STATE CAPACITY) that I have knowledge of the within described and attached claim; that the foregoing account is correct and just; that the work was actually performed and material furnished as therein charged; and that there is due me from the State of Oregon the amount indicated hereon; further, that where force account work is charged, any contributions to the employees' benefit funds required by agreements between the employers' associations and the employees' unions have been paid; further that no portion of this bill has been previously paid.

_____
(SIGNATURE)

OREGON STATE HIGHWAY DEPARTMENT

CONTRACT PAYMENT VOUCHER

FORM A-20 (REV. 6-63)

COUNTY: CLATSOP | CONTRACT NO.: 7446 | ESTIMATE: 5

HIGHWAY: ACCESS ROAD | FEDERAL AID PROJECT NO.:

SECTION: DEL REY BEACH

NO.	ITEMS		UNITS	UNIT PRICE	QUANTITY TO
001	9N TEMPORARY PROTECTION AND	DIR OF TRAFFIC	LUMP SUM	1000.0000	100
002	9N CLEARING AND GRUBBING		LUMP SUM	3000.0000	100
003	9N EMBANKMENT FOUNDATION	EXCAVATION	CU YDS	2.0000	2,735
004	9N GENERAL EXCAVATION	PA 1	CU YDS	.8500	38,002
005	9N TRENCH EXCAVATION		CU YDS	5.0000	17
006	9N FINISHING ROADBED AND	SLOPES	MILE	1500.0000	
007	9N WATERING		M-GALS	6.0000	289
008	9N COARSE AGGREGATE BASE		TONS	3.9500	8,958
009	9N 3/4IN-0 AGGREGATE BASE		TONS	3.9500	2,773
010	9N CLASS B ASPHALT CONCRETE	MIXTURE	TONS	12.5000	4,666
011	9N ASPHALT CEMENT IN	MIXTURE	TONS	30.0000	315
014	9N 18-INCH CULVERT PIPE		LIN FT	6.0000	96
015	9N 24-INCH CULVERT PIPE		LIN FT	9.0000	60
016	9N GUARD RAIL TYPE 1		LIN FT	4.0000	302
017	9N GUARD RAIL TYPE 1A		LIN FT	6.5000	1,005
018	9N EXTRA FOR GUARD RAIL	BR CONNECTION	ONLY	50.0000	4
019	9N LOOSE RIPRAP CLASS 10	PA 1	CU YDS	12.0000	281
020	9N GUIDE POSTS W-1		ONLY	10.0000	45
021	9N GUIDE POSTS Y-1		ONLY	10.0000	9
022	9N STRUCTURE EXCAVATION		CU YDS	12.0000	38
023	9N DRIVE STATE-FURNISHED	PILES	ONLY	300.0000	26
024	9N CLASS A CONCRETE		LUMP SUM	4375.0000	100
025	9N 4FT X 25FT/30FT PRESTRESSSLABS		ONLY	795.0000	9
026	9N 4FT X 30FT/35FT PRESTRESSSLABS		ONLY	960.0000	9
027	9N 4FT X 40FT/45FT PRESTRESSSLABS		ONLY	1200.0000	9
028	9N REINFORCEMENT		LUMP SUM	1500.0000	100
029	9N METAL RAIL		LIN FT	7.0000	200
	PRICE AGREEMENT ITEMS				
30201	9N EXTRUDED CONCRETE	CURB in place lot	LIN FT	.9500	2,165

DATE: 01 18 71 PG. 01 7446

PREVIOUS VOUCHER NO.: 22416

CHECKED BY: AW/js

ENGINEER OR AUDITOR: V. E. Shull

TOTAL CONTRACT ITEM

% RETAINED ON CONTRACT ITEM

FORCE ACCOUN

TOTAL PAYMENT

CONTRACT NO.	ESTIMATE NO.	PREFIX NO'S.
7446	5 Semi Final	
FEDERAL AID PROJECT NO.		4 3739 421(41) 1,377.58 Dr.

UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
LUMP SUM	1000.0000	100.000	1000.00	1000.00	
LUMP SUM	3000.0000	100.000	3000.00	3000.00	
CU YDS	2.0000	2,735.500	5471.00	5471.00	
CU YDS	.8500	38,002.200	32301.87	31825.53	476.34
CU YDS	5.0000	17.780	88.90	88.90	
MILE	1500.0000	.810	1215.00	1215.00	
M-GALS	6.0000	289.180	1735.08	1735.08	
TONS	3.9500	8,958.280	35385.21	35234.00	151.21
TONS	3.9500	2,773.410	10954.97	10862.50	92.47
TONS	12.5000	4,666.730	58334.13	58125.00	209.13
TONS	30.0000	315.240	9457.20	9150.00	307.20
LIN FT	6.0000	96.000	576.00	576.00	
LIN FT	9.0000	60.000	540.00	540.00	
LIN FT	4.0000	302.000	1208.00	1208.00	
LIN FT	6.5000	1,005.000	6532.50	6532.50	
ONLY	50.0000	4.000	200.00	200.00	
CU YDS	12.0000	281.470	3377.64	3377.64	
ONLY	10.0000	45.000	450.00	450.00	
ONLY	10.0000	9.000	90.00	90.00	
CU YDS	12.0000	38.560	462.72	462.72	
ONLY	300.0000	26.000	7800.00	7800.00	
LUMP SUM	4375.0000	100.000	4375.00	4375.00	
ONLY	795.0000	9.000	7155.00	7155.00	
ONLY	960.0000	9.000	8640.00	8640.00	
ONLY	1200.0000	9.000	10800.00	10800.00	
LUMP SUM	1500.0000	100.000	1500.00	1500.00	
LIN FT	7.0000	200.000	1400.00	1400.00	
LIN FT	.9500	2,165.000	2056.75	2056.75	
TOTAL CONTRACT ITEMS					
% RETAINED ON CONTRACT ITEMS					
FORCE ACCOUNT					
TOTAL PAYMENTS					

OREGON STATE HIGHWAY DEPARTMENT

CONTRACT PAYMENT VOUCHER

FORM A-20 (REV. 6-63) ®

COUNTY	CONTRACT NO. 7446	ESTIMATE NO. 5
HIGHWAY	FEDERAL AID PROJECT NO.	
SECTION		

NO.	ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE
30401	9N CONCRETE SLAB PRICE ADJ	LUMP SUM	330.1900-	100.00
	FORCE ACCOUNT ITEMS 94001			
801	9N FLAGGING			
803	9N JET PILING			

DATE 01 18 71 PG. 02 7446	TOTAL CONTRACT ITEMS
PREVIOUS VOUCHER NO.	5 % RETAINED ON CONTRACT ITEMS
CHECKED BY:	FORCE ACCOUNT
ENGINEER OR AUDITOR	TOTAL PAYMENTS

CONTRACT NO.	ESTIMATE NO.	PREFIX NO'S.
7446	5	[illegible]
FEDERAL AID PROJECT NO.		[illegible]

UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
LUMP SUM	330.1900-	100.000	330.19-	330.19-	
			111.36	111.36	
			141.23		141.23
TOTAL CONTRACT ITEMS			215776.78	214540.43	1236.35
5 % RETAINED ON CONTRACT ITEMS			10,646.90	10,646.90	
FORCE ACCOUNT			252.59	111.36	141.23
TOTAL PAYMENTS			205,382.47	204,004.89	1,377.58

TOTAL TO DATE JOB COST SUMMARY

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX		FUNCTION		CURRENT MONTH
FT STEVENS PARK ACCESS ROAD	004	3735	203	00	1,000.00
	004	3735	204	00	14,351.65
	004	3735	278	01	
	004	3735	421	00	9,364.93
	004	3735	900	00	714.20
			** JOB TOTALS **		25,430.78 **
DEL REY BEACH ACCESS ROAD	004	3738	900	00	
			** JOB TOTALS **		**
DEL REY BEACH ACCESS RD-PAVE	004	3739	204	00	
	004	3739	210	02	2,730.00
	004	3739	421	00	78,498.18
	004	3739	900	00	4,920.87
			** JOB TOTALS **		86,149.05 **
FORT STEVENS ST PK-PAVING	004	3743	204	00	
	004	3743	239	01	83.17
	004	3743	421	00	
	004	3743	900	00	557.16
			** JOB TOTALS **		640.33 **
FT STEVENS O/NITE	004	3781	437	00	
	004	3781	447	00	550.80
			** JOB TOTALS **		550.80 **
BANDON OCEAN WAYSIDE RDWY	006	3701	447	00	
			** JOB TOTALS **		**
CAPE ARAGO	006	3702	447	00	
			** JOB TOTALS **		**
SHORE ACRES STATE PARK	006	3706	447	00	
			** JOB TOTALS **		**
SUNSET BAY ST PK	006	3709	447	00	
			** JOB TOTALS **		**
BULLARDS BEACH ST PK	006	3718	447	00	
			** JOB TOTALS **		**

	FUNCTION		CURRENT MONTH		FISCAL YEAR TO DATE		GRAND TOTAL TO DATE	
5	203	00	1,000.00				5,000.00CR	
5	204	00	14,351.65		3,902.82		226.00	
5	278	01			226.00		385,594.35	
5	421	00	9,364.93		296,566.20		34,863.99	
5	900	00	714.20		28,519.34		415,684.34	**
	** JOB TOTALS **		25,430.78	**	329,214.36	**		
	900	00					1,545.32	
	** JOB TOTALS **			**		**	1,545.32	**
	204	00			10,646.90CR		10,646.90CR	
39	210	02	2,730.00		2,730.00		2,730.00	
39	421	00	78,498.18		214,651.79		214,651.79	
39	900	00	4,920.87		16,917.04		16,917.04	
39	** JOB TOTALS **		86,149.05	**	223,651.93	**	223,651.93	**
	204	00			1,292.00CR		1,292.00CR	
3	239	01	83.17		95.17		95.17	
8	421	00			25,467.07		25,467.07	
43	900	00	557.16		2,684.76		2,684.76	
43	** JOB TOTALS **		640.33	**	26,955.00	**	26,955.00	**
	437	00					32.00	
81	447	00	550.80		773.48		61,445.86	
81	** JOB TOTALS **		550.80	**	773.48	**	61,477.86	**
	447	00					5,801.20	
701	** JOB TOTALS **			**		**	5,801.20	**
	447	00					2,302.25	
702	** JOB TOTALS **			**		**	2,302.25	**
	447	00					1,018.18	
706	** JOB TOTALS **			**		**	1,018.18	**
	447	00					1,722.15	
709	** JOB TOTALS **			**		**	1,722.15	**
	447	00					25,660.67	
718	** JOB TOTALS **			**		**	25,660.67	**

4-3739
7446

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Del Rey Beach		WEEK ENDING: December 26, 1970
		SECTION PREFIX: 4-3739
HIGHWAY: Access Road		COUNTY: Clatsop
NAME OF JOB: Del Rey Beach	KIND OF WORK: Grading, Paving & Structure	
CONTRACTOR: E.W. Eldridge, Inc.	CONTRACT NUMBER: 7446	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: July 31, 1970	DATE WORK STARTED: August 25, 1970	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: SUPERVISION:	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 100	CALENDAR DAYS USED 90
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED
PROJECT AUTHORIZATION: $247,541.23		
EXCLUSIVE OF ENGINEERING: $227,912.41	ENGINEERING AUTHORIZATION $19,628.82	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $220,641.23	ENGINEERING COST TO DATE $16,000.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 97
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 3.2 %	PERCENT OF AUTHORIZATION 81.5 %	DATE PROJECT WAS COMPLETED: November 28, 1970

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.81	0.81			0.81
MILES PARTIALLY COMPLETED					
MILES COMPLETED	0.81	0.81			0.81
TOTAL ESTIMATED QUANTITIES (CONTRACT)	42,200 cy	12,180 ton			4,100 ton
TOTAL QUANTITIES CORRECTED TO DATE	40,737	11,731			4,667
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	40,737	11,731			4,667
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	9894							
PERCENT	100							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

Routing
Brooks
Scott
Burton
Johnson

RECEIVED
DEC 28 1970
CONSTRUCTION
DIVISION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	Dec. 20, 1970
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Semi-final is done and will be turned in December 29.

This is the final report.

Vernon E. Shull
Resident Engineer
by:

SIGNED Robert Gittes LOCATION Brookings

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

RECEIVED
OCT 1 - 1970
FOR FILING
4-3737.
7446

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 4, 1970

To: MEMO TO THE FILE

SUBJECT: Access Road
Under Neacoxie Structure
Del Rey Beach Section
Clatsop County Access Road

Vern Shull, Jeff Drago and I met with Harold Snow of McDonald, Dean and McAllister, Astoria phone 325-2511 and Marsh Hoffman 9:00 A.M. September 2. Mr. Hoffman owns the property either side of the right of way at the Neacoxie Creek structure. He is in effect paying for 12 feet of this structure to provide a roadway under the structure to tie in his remaining parcels. He complains that our structure is too short and too far from the easterly bank.

It is a late date to change from the present plan. Therefore, I would not agree to relocating the structure and would not admit to widening the opening requested 6 feet. However, we will achieve the approximate 6 feet of additional opening by simply countersinking the rip rap into the fill slopes. So the access road might serve, an offer was made to fill along the easterly shore of Neacoxie Creek on a triangular shape approximately 40 feet exterior to our right of way. This would be on each side and only to elevation 9.

Mr. Snow pressed for more in a telephone conversation of September 3. His request is not unreasonable. He is to have Mr. Hoffman further detail this request with Shull.Following receipt of a letter from Mr. Hoffman with this detail, we will proceed providing the letter does not contain any objectionable restrictive language.

R. D. Asburry
REGIONAL ENGINEER

by

Gerald W. Wimer
REGIONAL CONSTRUCTION ENGINEER

RECEIVED
SEP 10 1970
OFFICE OF
STATE HIGHWAY ENGINEER

GWW/cg
cc: F. D. Morgan
Vern Shull

Shull meets Snow & Hoffman 4 PM 9-8-70 His x-section enclosed

NOTED
R. D. ASBURRY

cc: Lloyd Shaw 9-9-70 slr

SP 952479-734

RECEIVED
OCT 1 - 1970

4-3739

FOR FILING

4-3739
7446

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

September 2, 1970

To: MEMO TO THE FILE

SUBJECT: Del Rey Beach Access Road

Received a call from Asst. State Highway Engineer L. P. Shaw Monday morning, August 31, who stated that a Mr. Snow who was legally representing the property owners adjacent to the subject project and along Neacoxie Creek. The owners of the property from which the County acquired right of way for the subject project were dissatisfied with our plans for the construction of the road in this area. Mr. Shaw asked that I follow through on this to see what the objections were and if we could get them resolved.

Contacted by phone Clatsop County Commissioner Hiram Johnson who stated they had been in contact with Mr. Snow and had visited the site September 1. They indicated the objection was that the owners thought we were filling in too much of the creek, thereby drastically changing the characteristics of the creek. Also that the maintenance road under the bridge which was to be constructed as a right of way commitment was not as the property owners had anticipated.

Then contacted Mr. Snow by phone who confirmed what Mr. Johnson had said regarding the objections and further elaborated on them. As for the restriction of Neacoxie Creek, he wanted to know our opinion as to what change we thought the narrowing of the creek would do to the overall picture of Neacoxie Creek. It was the landowners' thinking that we should leave more of an opening. It was indicated to Mr. Snow that we do not think the creek was restricted sufficient to alter its characteristics outside of our right of way lines.

In regards to the maintenance road under the structure, the property owners thought it was constructed too far into the creek area and that it should be constructed further to the east or at the easterly end of the bridge to keep it on higher ground.

I do not believe the property owners completely visualize the project after the fills are completed. He stated they would have to use a boat or something to get to the maintenance road from their property. Mr. Snow was assured that if the property owners would give us written permission to enter upon their property, we would continue the maintenance road past our right of way line to higher ground so that it would be completely serviceable. He thought this might satisfy the owners but would have to contact them before making any definite statement.

Copy to Salem
9-4-70

Talbot — Hunter

NOTED
E. S. HUNTER

As Regional Construction Engineer Wimer was going to be in this area on Tuesday, September 1, I made a date for him to contact Mr. Snow in Astoria and further discuss the problem, should there be any, and see if he could get the problem completely resolved.

R. D. Asburry

R. D. Asburry
REGIONAL ENGINEER

RDA/cg

cc: L. P. Shaw
Vern Shull

RECEIVED
SEP 3 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 1 - 1970
FOR FILING

4-3739
7446

40

8-18-70

MISC. CONTRACTS and
AGREEMENTS No. 3296

August 21, 1970

Board of County Commissioners
Clatsop County
Courthouse
Astoria, Oregon 97103

Attention: Don R. Church
Adm. Asst.

Gentlemen:

Attached for your records is a supplemental agreement limiting the County's obligation to $10,000 for bridge construction covering construction of a connecting road from the Oregon Coast Highway to Del Ray Beach north of Gearhart.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

Floyd Quary, Secretary
OREGON STATE HIGHWAY COMMISSION

By
O. W. Head, Assistant Secretary

fkm
Att.

cc David Talbot
Attn: Ray Wilson
(conf. agreement attached)

RECEIVED
AUG 20 1970
FOR FILING

4-3739
7446

Salem, Oregon
August 20, 1970

Mr. David G. Talbot
State Parks Superintendent

Del Rey Beach
Clatsop County

I have been advised by Mr. Shaw that Clatsop County has verbally committed itself to sanction a beach closure from Gearhart to Del Rey when the Del Rey Beach access is constructed.

Please, by price agreement or extra work order on the existing Del Rey beach contract, extend the road construction to the beach line to provide beach access for vehicles. This would involve approximately 700 lineal feet of paving, 20 feet wide, on a nominal 6-inch base. The portion of the road in the dry sand should be based with about 8 inches of pit run material.

The attached plan is a sketch of the above proposition.

E. S. Hunter
Administrative Engineer

ESH:ajw
Attachment
cc R. L. Porter
Tom Edwards
Lloyd P. Shaw

(Attachment - Proposed Development for Del Rey Beach Wayside; dated October 10, 1969; Scale 1" = 100'; C8-37)

RECEIVED
AUG 3 - 1970
FOR FILING

4-3739
7446

August 3, 1970

E. W. Eldridge, Inc.
P. O. Box 98
Sandy, Oregon 97055

Gentlemen:

The State Highway Commission on July 31, 1970, awarded to you State Highway Contract No. 7446 in the amount of $212,938 for the Del Rey Beach Section Access Road in Clatsop County.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm
cc Frank Morgan
D. J. Barbee
I. D. Merchant
Parks Section
R. D. Asburry
Loren Weber
Wm. Geibel (SAIF)

RECEIVED
JUL 31 1970
FOR FILING

OREGON STATE
HIGHWAY DIVISION

4-3739
7446

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

July 29, 1970

Clatsop County Board
of Commissioners
Courthouse
Post Office Box 179
Astoria, OR 97103

Attention: Chairman Verne Stratton

Dear Mr. Stratton:

On the day I received the executed copy of the deed from Clatsop County relating to our Del Rey Beach agreement, Commissioner Ordway phoned me to advise an error had been detected in the description of Parcel 1 contained in the recorded deed and county resolution.

The description referred to a portion of Section 34 and it should have referred instead to Section 33. I have confirmed this correction and the deed has been amended to read Section 33 with a footnote that the deed is to be rerecorded to correct the section in Parcel 1 of the description.

The quickest way to expedite the correction would be for the county commissioners to initial the correction on the deed, rerecord the same instrument, and return the instrument to this office. The county resolution which you sent us is a copy of the original and that document should also be corrected at this time.

I certainly wish to thank you for bringing this agreement to a conclusion and for arranging the necessary correction into the deed.

Very truly yours,

NOTED
LLOYD P. SHAW

Ray Wilson, Assistant
State Parks Superintendent

RW:dh

Encl.

RECEIVED
JUL 20 1970
FOR FILING

4.3739
7446

July 17, 1970

Oregon State Highway Commission

Gentlemen:

By agreement with Clatsop County, we plan to construct a connecting road from the Oregon Coast Highway to Bui Ray Beach north of Cannon. The right-of-way for the connecting road was to have been obtained by Clatsop County but problems in negotiation with two land developers have plagued the County's efforts.

Additional length of a bridge over Necanicum Creek was to be at the expense of the landholders. They refused to obligate themselves to actual cost unless an upper limit was placed on that obligation.

A supplemental agreement with Clatsop County has been prepared which would limit the County's (hence the landowners') obligation to $10,000 for 12 feet of bridge construction in excess of that otherwise required. The $10,000 figure is about 43 percent above the anticipated cost of the added structural length.

Clatsop County is confident that the right-of-way can be obtained promptly if the cost limitation is made a part of the agreement.

This matter was discussed with Chairman Jackson on July 13, at which time he approved the supplementary agreement and authorized the Secretary to sign the agreement for and on your behalf.

This matter will be on the agenda for confirmation at the August 18 meeting.

Very truly yours,

R. L. Porter
State Highway Engineer

cc Floyd Query
Tom Edwards
Lloyd P. Shaw
Victor D. Wolfe
E. S. Hunter
David G. Talbot
H. S. Cox
R. D. Asburry

LPS:ajw fn

RECEIVED
JUN 29 1970
FOR FILING

May 27, 1970

Mr. R. L. Porter--

4-3739
7446

This is regarding Del Rey Beach road agreement:

1. Original agreement - Clatsop County to provide right of way for road and convey to State two parcels of land for park use. Right of way to remain in County. One parcel of land to be used as beach access, the other as an addition to Fort Stevens.

   State to construct road from Oregon Coast Highway to beach access area and turn it over to Clatsop County. County to maintain and operate as part of the County system.

2. Fraser, owner of land through which Del Rey road would pass, demanded extra length of structure to allow a maintenance undercrossing of the road east of Neacoxie Creek. In agreeing to this, the County was told (by Shaw) that this was a right-of-way settlement with Fraser and the State did not wish to become involved in right-of-way negotiation on this project. Therefore County would make any deal with Fraser which was needed. The State would expect Clatsop County to pick up the additional structure length on a straight-line proportion basis and it would be up to the County to collect from Fraser.

3. At a later date, Fraser, after being advised of the cost element, apparently rejected the County's approach and County advised State to ask for bids based on the short structure without underpass.

NOTED
R. L. PORTER

NOTED
FORREST COOPER

4. Still later--County inquired if it would be possible to ask for bids based on an alternate of two structure lengths, one with and one without undercrossing.

Shaw advised Stratton, Chairman of the Board of County Commissioners, that this could be done but that it would involve a meaningful sum in additional structure design and preparation of plans, probably $1300. Clatsop County was so advised by letter and it was suggested that the County bring this matter to the attention of Mr. Fraser.

5. Apparently Fraser was advised of the added cost of design because on April 6, Glenn Jackson called me in regard to the cost involved to extend the structure. I told Jackson that staff had been holding Clatsop County strictly responsible for right-of-way acquisition and had refused to have anything to do with Fraser or others who were interested in properties affected by the right of way. Also, that Fraser's demand for a double-headed bidding would result in about $1300 additional cost which I had advised the County should be regarded as an unnecessary cost and therefore attributed to Fraser.

Jackson said that we should not allow extra cost to bog the project down, that State would absorb the cost, that he and his attorneys had reached an agreement with Fraser in this regard, and that the project would be processed immediately.

6. Checking with Clatsop County revealed that the County knew nothing of this arrangement. Fraser had not agreed to clearance of right of way, and the County was thinking of filing condemnation but for some reason was reluctant to do so.

Mr. Stratton and Mr. Ordway, County Commissioners, requested that we hold still for a few days so they could clarify their situation through their District Attorney's office. They were having problems in that area.

7. About April 24, County advised that they believed they could have the right of way clear by May 20, and asked if we could leave the project on the June 4 bid letting. This we agreed to do.

On May 5, Stratton advised that it appeared that the right of way would be in the County's hands by June 20 which, if the project were bid on June 4, would still fall within the 30-day time allowable for delayed award. I told Stratton I would check with our people to see if this would be considered satisfactory, but that I thought contractors bidding on the contract should be advised of what we had in mind.

On may 27, I advised Stratton that we had deemed it advisable to remove the project from the June 4 date but that if County could give us assurance of a firm date for right-of-way availability, we would arrange a special bid letting if necessary to expedite the project as much as possible.

At this time the matter of cost of additional length of structure arose. I told Stratton we were not presenting the project on an alternate bid basis but were presenting the longer structure, based on Jackson's statement that these matters had been ironed out by attorneys of the two parties.

I again told Stratton that as far as staff was concerned the additional cost of design was being assumed by the State but that no arrangement for the State to pay the additional

structure cost or to collect that cost from Fraser was in the cards.

Stratton and Ordway, who was also on the line, stated that they would have to obtain an agreement from Fraser that he would reimburse the County before the project could be authorized.

This is the situation as of 4:20 p. m., May 27.

LPS

DEL REY BEACH

March 18, 1970

Board of County Commissioners
of Clatsop County, Oregon
Post Office Box 179
Astoria, Oregon 97103

Gentlemen:

This acknowledges your March 10 letter requesting an alternate bid on the Neacoxie Creek bridge, proposed county road number 340.

You will recall that several months ago the length of the bridge came up for discussion and the original agreement with the County required the County to assume the cost of added length for a roadway beneath the structure. At that time no formal design such as is used in construction had been developed and it was a relatively simple matter to change the length, which was done.

Our plans now call for a 90-foot structure which would not permit a roadway at the lower level. Design is complete for this short structure, since we had anticipated asking for bids on the project on the 19th of this month.

Due to uncertainty of right of way of which we were advised by telephone, we have now canceled the March 19 bid and have advised interested parties that we expect to readvertise for the June 4 bid letting. This delay may give us time to redesign the structure and to present a request for alternate bids, but our Bridge Design Section computes the approximate cost at three percent of the finished structure cost which would place the additional design expense at approximately $1200. This is over and above whatever added construction expense there might be due to the 15-foot extra length.

I am delaying giving orders to provide alternate bids for this structure until I hear from you again. It is entirely possible that the extra cost of design would influence the desires of the property owners, Marsh Hoffman and George Fraser.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw

bc Forrest Cooper
R. L. Porter
David G. Talbot
Ray Wilson
D. J. Barbee

CLATSOP COUNTY

Courthouse . . . . Astoria, Oregon 97103

March 17, 1970

Oregon State Highway Department
Highway Building
Salem, Oregon 97310

Attention: Lloyd P. Shaw,
Assistant State Highway Engineer

Re: Del Rey Beach,
County Road #340

Dear Mr. Shaw:

This will confirm my conversation with Mr. Ray Wilson on Thursday, March 12, during which I informed Mr. Wilson that we, the Board of Commissioners, had been advised of a possible insufficiency in the acquisition procedure for right-of-way of Del Rey Beach access road.

There appears to be no great threat to the ultimate culmination of this program, however it will require a repeat of the statutory period between notice and completion. This is estimated to be approximately six (6) weeks.

We regret this unanticipated delay and will notify you immediately on the completion of the procedure.

Very sincerely,

Verne Stratton

Verne Stratton, Chairman
Board of County Commissioners
Clatsop County, Oregon

VS/hcg

RECEIVED
MAR 19 1970
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30 50M 10-65

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 12, 1970

SUBJECT: Del Rey Beach
Clatsop County

To:
Mr. L. P. Shaw
Assistant State Highway Engineer
B U I L D I N G

I talked to Clatsop County Commissioner Verne Stratton by phone this afternoon and he advised me that in spite of their February 17, 1970 letter to the contrary, they do not have the Del Rey beach right of way.

Apparently, Mr. Hoffman has established that an error occurred in the resolution proceedings, and Clatsop County is now renegotiating with both Hoffman and Fraser to actually acquire the necessary right of way. Verne thought probably the right of way would be acquired in an exchange ~~with~~ for other county lands with Hoffman and Fraser. He thought it would be probably as much as 5 to 6 weeks before the county could assure us the right of way is secured. The county commissioners will be giving us a letter to this affect.

It would appear that our contract letting for Del Rey Project should be postponed.

Ray Wilson

Ray Wilson, Assistant
State Parks Superintendent

RW:dw

—3-13-70
I advised the project could
be May 19 or 26th.
Will make decision by June 4/70
schedule date provided County
can give (1) Sand Removal
P/D is OK.
Copy to Burke
3-16-70

CLATSOP COUNTY

Courthouse . . . . Astoria, Oregon 97103

March 10, 1970

Oregon State Highway Department
Highway Building
Salem, Oregon 97310

Attention: Lloyd P. Shaw,
Assistant State Highway Engineer

Gentlemen:

Re: Del Rey Beach,
County Road #340

Please obtain an alternate bid which would include the construction of an underpass on East bank of Neocoxie Creek, which will have a vertical clearance of 10 feet and shall have a roadway width of 12 feet and shall be covered with gravel or similar material.

All construction costs in regard to this underpass will be borne by the adjoining property owners, Marsh Hoffman and George Fraser.

Very truly yours,

BOARD OF COUNTY COMMISSIONERS
OF CLATSOP COUNTY, OREGON

By _____
Commissioner

By _____
Commissioner

By _____
Commissioner

Copy to Tallot - Bayse

NOTED
LLOYD P. SHAW

Telephone contact was made with
Commissioner Stratton 3-12-70.

RECEIVED
MAR 11 1970
OFFICE OF
STATE HIGHWAY ENGINEER

3-13-70
I ordered a letter sent to plan holders pulling this project from Mon. 19 bid letting, R/W problems have arisen.

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

March 6, 1970

Clatsop County Board of Commissioners
P.O. Box 179
Astoria, OR 97103

Gentlemen:

In accordance with the provisions of our Del Rey Beach agreement, I have enclosed deed forms and a county resolution for conveyance by Clatsop County to the State Highway Commission of land parcels at Del Rey Beach and Fort Stevens. Also enclosed are copies of preliminary title reports covering the various tracts, as a matter of information.

If the deed forms are acceptable to you, would you please execute the original deed copy, have it recorded, and then return it to me. Also, we would appreciate having a copy of the executed resolution.

At this point, could you also initiate action to vacate that portion of "C" Street lying between Blocks 8 and 21 and westerly of 7th Street of Del Rey Beach Subdivision, which is also provided for in our agreement.

Thanks again for your cooperation in bringing this to a conclusion, and if you have any questions regarding the deed or resolution, please let us know.

Very truly yours,

Ray Wilson, Assistant
State Parks Superintendent

RW:dw

Encls.

NOTED
LLOYD P. SHAW

RECEIVED
MAY 11 1970
FOR

4-3737
7446

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 7, 1970

SUBJECT: Del Rey Beach

To: MEMO TO THE FILE

A telephone conversation, this date, with Verne Stratton, Chairman, Clatsop County Board of Commissioners, brought forth that Clatsop County has had further contact in regard to the Del Rey Beach access road right-of-way, and the County's negotiation with Mr. Fraser seems to be firm.

The anticipated date the County is to have uncontested title to the right-of-way is May 20.

Mr. Stratton suggested that, if possible, bids on the project be placed on the June 5 schedule and that revision of agreements be completed prior to that date.

I assured Mr. Stratton we would comply to the best of our ability.

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw
cc Forrest Cooper
R. L. Porter
F. B. Klaboe
David G. Talbot
Warren Gaskill
L. H. Young
D. J. Barbee

RECEIVED
APR 29 1970
FOR FILE
4-3739
7446

Salem, Oregon
April 28, 1970

Del Rey Beach

Mr. D. J. Barbee
Design Engineer

This is to authorize revision of the Del Rey Beach, Clatsop County, plans to include a 12-foot roadway with minimum horizontal clearance under the proposed bridge at Neacoxie Creek. I assume that the revised length of structure would be approximately 105 feet.

This was discussed with you on April 24 by telephone.

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw
cc Forrest Cooper
R. L. Porter
David G. Talbot

RECEIVED
MAR 25 1970
FOR FILING

4-3739
7446

March 10, 1970

Mr. Glenn L. Jackson, Chairman
Oregon State Highway Commission
c/o Pacific Power and Light Company
216 West Main Street
Medford, Oregon 97501

Dear Mr. Jackson:

The Governor's Executive Order 01-070-07 would appear to ban any planning or other work such as roads, parks, beach accesses, et cetera, on the Oregon Coast. A copy of the Order is attached.

I assume that this does not apply to park work now under way on the Coast; however, it may be that you would wish to clear this with the Executive Department.

In addition to the above, we have several projects which I believe come under the Governor's Order as follows:

1. Del Rey Beach Access Road

   This project results from an agreement with Clatsop County providing that County-owned lands be transferred to the State in return for construction of the 0.6-mile road.

   The project would "exceed simple modification of an existing facility."

   Clatsop County has affirmed by letter that right-of-way for the road is in possession of the County. The Highway Commission has approved the agreement and the project is scheduled for bids March 19.

2. Fort Stevens State Park, road grading and paving

   This project would provide a two-lane, hard-surface road from Battery Russell to the sand spit north of South Jetty, Columbia River.

It is located in back of the foredune but would "modify the natural environment" in more than a "simple" degree.

The project is scheduled for bids April 23.

3. Agate Beach State Park, grading

This project provides for filling a low-lying piece of ground between old and new Highways 101 at the north limits of the city of Newport.

The grading is scheduled for bids April 23.

It will "modify" the low-lying land and create a dry area for parking and rest rooms. This is probably not "simple".

A building for changing from street clothes to beach wear and also providing rest-room facilities is scheduled for bids June 4 at this location.

4. Tolovana State Park

A unit room facility which would provide an area for changing clothes is scheduled for bids June 4.

This would complete an access facility which is now graded and paved. Possibly this may qualify as "simple modification".

5. D River State Park

A bathhouse which would make the present parking facility more usable is scheduled for bids June 4.

This may be a "simple modification".

We need instructions re these projects.

We are also planning, and in some instances attempting, to acquire properties for beach access in conformance with the instructions that the Commission issued some time ago. Several of these are more or less active at the moment, such as Tierra Del Mar and Roads End. Several others are in the active planning stage. I would appreciate your instruction re this program.

Very truly yours,

CC R. L. Porter
Lloyd P. Shaw

Forrest Cooper
State Highway Engineer

FC:fn
Attach

FORM S-30 SOM 10-68

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 9, 1970

To: Mr. Forrest Cooper
State Highway Engineer

SUBJECT: "...stop planning for or implementing any project that would modify the natural environment of the coast."

Action must be taken at once if we are to halt further progress on the following projects in line with Executive Order No. 01-070-07:

1. Del Rey Beach Access Road -

This project results from an agreement with Clatsop County providing that County-owned lands be transferred to the State in return for construction of the 0.6-mile road.

The project would "exceed simple modification of an existing facility".

Clatsop County has affirmed by letter that right of way for the road is in possession of the County. The Highway Commission has approved the agreement and the project is scheduled for bids March 19.

2. Fort Stevens State Park, road grading and paving -

This project would provide a two-lane, hard-surface road from Battery Russell to the sand spit north of South Jetty, Columbia River.

It is located in back of the foredune but would "modify the natural environment" in more than a "simple" degree.

The project is scheduled for bids April 23.

3. Agate Beach State Park, grading -

This project provides for filling a low-lying piece of ground between old and new Highways 101 at the north limit of the City of Newport.

3. Agate Beach State Park, grading - (Contd.)

The grading is scheduled for bids April 23.

It will "modify" the low-lying land and create a dry area for parking and rest rooms. This is probably not "simple".

A building for changing from street clothes to beach wear and also providing toilet facilities is scheduled for bids June 4 at this location.

4. Tolovana State Park -

A toilet building which would provide clothes-changing facilities is scheduled for bids June 4.

This would complete an access facility which is now graded and paved. Possibly this may qualify as "simple modification".

5. D River State Park -

A bathhouse which would make the present parking facility more usable is scheduled for bids June 4.

This may be a "simple modification".

Please advise me of the action you wish taken in regard to the above five projects.

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw
cc R. L. Porter

RECEIVED
MAR 2 1970
FOR FILING

41-37
7484

CLATSOP COUNTY

Courthouse . . . . Astoria, Oregon 97103

February 17, 1970

MISC. CONTRACTS and
AGREEMENTS No. 3826

Oregon State Highway Department
Highway Building
Salem, Oregon 97310

Attention: Lloyd P. Shaw,
Assistant State Highway Engineer

Gentlemen:

Re: DelRey Beach Access Road
Clatsop County, Oregon

As per Agreement, between Clatsop County and the State of Oregon, by and through its State Highway Commission, dated February 3, 1970, we, the Board of County Commissioners, do hereby certify that Clatsop County is in possession of all right-of-way property necessary for construction of the proposed Del Rey Beach Access Road and that said acquisition and construction does not effect the displacement of any people or homes.

BOARD OF COUNTY COMMISSIONERS
CLATSOP COUNTY, OREGON

By, _____
Commissioner

By, _____
Commissioner

By, _____
Commissioner

RECEIVED
FEB 19 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 15 1970
FOR FILING
4-3737
74/46

January 14, 1970

Oregon State Highway Commission

Gentlemen:

One of the proposed beach access sites between Gearhart and the Columbia River, south jetty, is at Del Rey Beach. The location is approximately 1 3/4 miles north of the center of Gearhart.

The beach south of the Columbia River, south jetty, is presently accessible only at widely spaced intervals. At Del Rey Beach there is no existing access road and approximately 0.6 mile of new road is required to connect to the Oregon Coast Highway.

Large adjacent tracts of land at Del Rey Beach are without access facilities, including properties owned by Clatsop County. The County has proposed to provide property for a beach access site at Del Rey, consisting of approximately 12 acres plus accretions, and also to provide right-of-way for an access road to be constructed by the State from the Oregon Coast Highway. Access to the new road at several points from County and privately held lands is a condition of the County's proposal.

In addition to the 12 acres and access road right-of-way, Clatsop County offers to assume full jurisdiction of the road as part of the county road system and to maintain and control it while allowing the State a permanent right to its use.

A further proposal of Clatsop County is to grant to the State a fee title to approximately 184 acres of land

as an addition to Fort Stevens State Park. The 184 acres lie adjacent to and north of Peter Iredale road. It is the last inholding of other persons or agencies in the Fort Stevens properties.

Since the initial offer to transfer title to the 184-acre tract, we have determined that about 70 acres lie within an area which was once claimed by General Services Administration, U.S.A., to be under federal ownership. The northerly 70 acres of the 184-acre tract were included in our purchase of approximately 1400 acres from the United States. The effect of a deed from Clatsop County will be to convey fee title to approximately 114 acres and to remove any cloud from the State's title to the other 70 acres.

In exchange for the beach access site, the additional acreage at Fort Stevens, and acceptance by Clatsop County of the beach access road as a part of the county road system, the State would construct the access roadway to standards made a part of an agreement.

An agreement has been prepared providing for construction of a roadway from the Oregon Coast Highway to Del Rey Beach, acceptance of the constructed roadway by Clatsop County for maintenance and jurisdiction, and transfer to State of Oregon of approximately 12 acres of land at Del Rey Beach and 184 acres of land abutting Peter Iredale Road at Fort Stevens. Cost of construction of the road is estimated to be $200,000. It is proposed to finance construction from the Park Construction, Improvement and Acquisition section of the Highway Division budget.

This matter will appear on the agenda for the February 3 Highway Commission meeting. I recommend your approval of the agreement and request that you authorize the Secretary to sign it for and on your behalf.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
David G. Talbot
W. E. Skoog
L. H. Young
M. S. Cox
R. D. Asburry

LPS:ajw sr

RECEIVED
NOV 5 - 1969
FOR FILING
4-3739
7446

October 28, 1969

Mr. George C. Fraser
3644 Southwest 48th Place
Portland, Oregon 97221

Dear Mr. Fraser:

Highway Commission Chairman Glenn L. Jackson has requested that I explain to you the State's part in the Del Rey Beach project. I thought that our conversation in my office earlier this month had pretty well covered that project; however, if there was an omission, I will attempt to correct it now.

One phase of state park development, which was ordered by the State Highway Commission, is the so-called "beach access program". This consists of sites adjacent to sandy beaches which will ultimately be developed with parking and sanitary facilities. They will be landscaped as space will permit and if sufficient area is available, will contain minor picnic facilities. In general they will bear a resemblance to the rest areas along the Interstate Highway System.

It is not contemplated that vehicular access to the beach will be provided but that automobiles will be parked and the remainder of the distance to the beach will be covered on foot. Because of the pedestrian orientation of these access points, it is hoped to have similar facilities located about every three miles. So spaced, every point on the sandy beaches will be within walking distance of a parking facility. Not all points of access are expected to be provided by the State program but where other agencies have properties, it is hoped they will develop suitable facilities.

During one study of the area north of Seaside, the Clatsop County Commissioners were aware that we were evaluating properties which would fit the location pattern established for beach access points and suggested a "swap" of facilities which would be mutually beneficial. The County had jurisdiction over land which was ideally located but which lacked road access. Also, other County lands were desirable for state park purposes and the estimated total land values approximately equaled the cost of construction of an access to the Del Rey area.

From that situation arose a general understanding (there is no executed agreement as of this writing) of action the County and State would take. In general: The County would provide all right of way for an access road from US101 to certain lots abutting the ocean; also the County would convey to the State its rights in specified properties. The State would survey and construct a road on the County-provided right of way and relinquish any jurisdiction to the County upon completion.

We regard the location of the road and acquisition of right of way as matters for Clatsop County to determine. The design, survey, and construction of the roadway through contract, or other means, is considered a State obligation free of interference by Clatsop County so long as agreed specifications are met. The exchange of jurisdiction and title to lands are matters of mutual concern to both parties.

If there is some phase of this matter which I have failed to mention, I would be glad to discuss it further with you.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw

bc Glenn L. Jackson
Forrest Cooper
R. L. Porter
David G. Talbot

RECEIVED
OCT 6 - 1969

FOR FILING

4-3737
7446

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 1, 1969

To: MEMO TO THE FILE

SUBJECT: Del Rey Beach Access
Clatsop County

On September 24 I attended a meeting of the Clatsop County court to submit a revised agreement towards our Del Rey Beach proposal. The principle change in the agreement from that of the one submitted to the county in June of 1969 was to delete the state acquiring fee title to "B" Street lying westerly of 7th Street, and southerly 20 feet of Block 7. The new agreement would provide fee title to this portion of "B" Street remain in Clatsop County with the state to have unrestricted access.

Clatsop County commissioners accepted the new agreement and were ready to move forward on the project except for the county's participation in the cost of the bridge structure crossing Neacoxie Creek. They were reluctant to commit $7,500 to $8,000 county funds for this purpose. We discussed the possibilities of the abutting property owner paying this cost because of the direct benefit to his property. The commissioners decided to ask the property owner to participate either fully or partially in this cost. The county court will then advise us within a few days if they can proceed on the agreement as it has been submitted to them.

Ray Wilson
Ray Wilson, Assistant
State Parks Superintendent

Copy returned to Wilson.
10-6-69

RW:dw

cc: L. P. Shaw

10-3-69 & Mr. Frasor (Frazer?) who indicated he was owner of the [illegible] front south of the proposed access road was at my office to protest the location of that road. He felt the road as a $5,000 damage to the two properties. He also stated that the County does not have the right of way approved [illegible] I assured him that the State was not interested in dictating to the County as to location of the road.

NOTED
LLOYD P. SHAW

RECEIVED
OCT 6 1969
OFFICE OF
STATE PARKS

RECEIVED
AUG 20 1969
FOR FILING

4-3737
7416

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 19, 1969

SUBJECT: Del Rey Beach Access
Clatsop County

To: Mr. David G. Talbot
State Parks Superintendent
O F F I C E

In talking to Chairman Lyle Ordway about the Fort Stevens property conveyance on this date, we discussed the situation on the Del Rey beach transaction.

Mr. Ordway thought the county was about to reach a decision in the agreement submitted to them on June 6. It appeared that the county's greatest concern at this point is the long stretch of sand between the most westerly point of our proposed development and the wet sand area of the beach. The county seemed to feel that it was probably too great a distance for pedestrians to make their way from the parking lot area to the wet sand.

I suggested that if the county did not already have an aerial view of the area of our proposed development, I would arrange to send them one. Mr. Ordway said he would appreciate having such an aerial and thought it would help them reach a decision regarding the state's proposal.

Ray Wilson

Ray Wilson, Assistant
State Parks Superintendent

RW:dw

cc: L. P. Shaw
D. H. Moehring

FORM S-30-X (12-67)

4 3 1 2 1
7 4 4 6

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 29, 1969

SUBJECT:

To: Mr. Lloyd P. Shaw
Assistant State Highway Engineer
B U I L D I N G

Attached are seven copies of a map of Fort Stevens State Park showing our present fee ownership and leased areas as well as proposed additional acquisition from Clatsop County.

The areas outlined in dark green are those for which we hold fee title 2269.20 acres.

Outlined in a lighter shade of green are the areas which are under lease from the Corps of Engineers 1169.61 acres.

The parcel outlined in red is the area which is now being considered in the Del Ray beach access program.

Outlined in yellow are two parcels which together contain 114.97 acres for which we are now negotiating as a sale from the county. The appraisal on these two parcels of land is $750 per acre and they have expressed their approval of the sale at this price. A deed has been prepared and will be submitted for their execution on August 4. Clatsop County has indicated their approval of this sale under the above terms.

It being the intent of the County to purchase additional recreational lands with the proceeds from this sale and the fact that the option on their proposed purchase runs out on September 1, 1969, they are very anxious to receive the payment from the State as soon as possible.

Will you please seek the Commission's approval for this purchase as soon as possible.

L. V. Koons, Deputy
State Parks Superintendent

LVK:dw

Attachment

COLUMBIA

RIVER

268+73

T. 8 N., R. 10 W.

C.O.E.

37598
P11 32
1,169.61 Ac.

39862
P1173
1,466.5 Ac.

35488
P1005
10.0 Ac.

P.O.B.

BATTERY
RUSSELL

5
8
7
6

1

1

1

32097
P795
4.7Ac.

RIDGE ROAD

7 8
18 17

IREDALE ROAD

22966
P638
PAR. 1
761.0Ac.

LAKE

GOFFENBURY LAKE

18 17
19 20

FLETCHER

180 Ac ±

110 Ac ±

LAKE
LAKE
LAKE
4.97 Ac.

COLUMBIA

2A-8-5

UMBIA

268+73

PACIFIC

P1132
1,169.61 Ac.

35488
P1005
10.0 Ac.

39862
P1173
1,466.5 Ac.

P.O.B.

BATTERY
RUSSELL

5+00

180

OCEAN

LEGEND

Parks Fee Ownership	2,269.20 acres
Leased from Corps of Engineers	1,169.61 acres
Current Acquisition Project - Del Rey Beach Deal Owner: Clatsop County	180.00 acres
Proposed Additional Acquisition Owner: Clatsop County	115.00 acres

2A-8-5

20 acres

61 acres

00 acres

00 acres

OREGON STATE HIGHWAY DEPARTMENT	
	BOUNDARY
For	FORT STEVENS STATE PARK
Highway	
County	CLATSOP
Scale 1"=1000'	Date 6-18-69 C.

RECEIVED
AUG 20 1969
FOR FILING

4-3127
7446

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

July 25, 1969

To: MEMO TO THE FILES

SUBJECT: Fort Stevens property purchase
Del Rey beach access
Arch Cape beach access

By appointment, I met with the Clatsop County Commissioners at their regular Wednesday meeting July 23, 1969. A real estate option agreement was submitted to the Commissioners setting forth our proposal to purchase approximately 110 acres of beach-front land lying southerly of the Peter Iredale Road, and 4.97 acres at the southerly end of Coffenbury Lake, for a total consideration of $80,250. Some concern was expressed over possible loss of county access to the southerly portion of the Burma Road because of the conveyance, but the proposal appeared to be generally acceptable. The Commissioners wished to bring the matter before the county park commission, which next meets August 4, and I was invited to attend. To expedite early conclusion of the purchase, it was agreeable with the Commissioners that I have a deed instrument for their signatures at the August 4 meeting.

I brought up the question of current status of the Del Rey beach proposal submitted to Commissioner Hiram Johnson by letter dated June 6, 1969. The county road viewer has not yet been on the ground, but this was expected to be done by July 25. Mr. Johnson indicated it was still the county's desire to have the road extended westerly to provide vehicle access onto the beach, even though the State's proposal is to extend the road only to the northeasterly corner of the new park area. I asked that a letter response to the submitted agreement be sent at their early convenience.

Two gentlemen, Walter Wiebenson and Travis R. Tyrell, appeared before the County Commissioners to protest the State's proposal of a beach access facility at Arch Cape. They had already corresponded with Mr. Cooper and Mr. Jackson on the matter, and had in their possession a beach aerial survey map of the area. Some discussion took place of the demerits of a beach access at this location, and I attempted to explain that our interest in the area came about when Clatsop County indicated there might be a small parcel of frontage made available to us. Mr. Wiebenson stated that a letter was being prepared with signatures of some 200 persons, objecting to a public beach access being developed at this location.

RECEIVED
JUL 25 1969
OFFICE OF
STATE HIGHWAY ENGINEER

Ray Wilson
Ray Wilson, Assistant
State Parks Superintendent

RW:dw

cc: L. P. Shaw, David Talbot, R. I. McCosh

FINAL DESIGN
SECTION
APR 3 0 1969
DESIGN DIVISION

4-2739
7-46

OREGON STATE HIGHWAY DEPARTMENT
QUANTITY SUMMARY & COST ESTIMATE

Sheet _____ of _____ Sheets

Section Del Rey Beach Road Unit _____
Highway _____ County Tillamook Prefix _____
Length _____ Designer _____ Draftsman _____ Date 4-30-69
Signed _____ Title _____

Grading & Drainage	$
Surfacing	$ 93,668

Extra Work

	$

Total Extra Work	$
TOTAL	$ 93,668
+ 20% Engineering and Contingencies	$ 18,732

Structures

105' Length	$ * 56,000
(32' Rdwy, 14' Rdwy	
under with provision	
for canoe passage)	

Total Structures	$ 56,000
Right of Way	$
Total Estimated Cost	$ 168,400

* Note - $46,000 without the 14' Rdwy under

FINAL DESIGN
SECTION
APR 30 1969
DESIGN DIVISION

OREGON STATE HIGHWAY DEPARTMENT
QUANTITY SUMMARY & COST ESTIMATE

Sheet ____ of ____ Sheets

Section Del Rey Beach Road Unit ____
Highway ____ County Clatsop Prefix ____
Length ____ Designer ____ Draftsman ____ Date 4-30-69
Signed ____ Title ____

Grading & Drainage	Including 60" Culvert at Neacoxie Cr ($3500)	$
Surfacing		$ 97,168
Extra Work		

____	$ ____
____	____
____	____
____	____
____	____
____	____
____	____
____	____
____	____
____	____
____	____

Total Extra Work	$
TOTAL	$ 97,168
+ 20% Engineering and Contingencies	$ 19,432
Structures	

____	$ —
____	____
____	____
____	____

Total Structures	$ —
Right of Way	$
Total Estimated Cost	$ 116,600

RECEIVED
MAY 5 - 1969
FISH
COMMISSION

OFFICE OF THE DIRECTOR

307 STATE OFFICE BLDG. • 1400 S.W. 5th AVE. • PORTLAND, OREGON • 97201

TOM McCALL
GOVERNOR

COMMISSIONERS
EDW. G. HUFFSCHMIDT, Chairman
McKEE A. SMITH, Vice Chairman
JOSEPH I. EOFF, Member

ROBERT W. SCHONING
State Fisheries Director

4-3739
7446

April 30, 1969

cc's sent 5-2-69

F.B. Klaboe
F.D. Morgan
L.H. Young
F.E. Terpin (6)
T.C. Roake (6)
G.C. Wills
L.W. Rulien (2)
R.D. Asburry (4)
C.T. Keasey (6)

Mr. Forrest Cooper
State Highway Engineer
Oregon State Highway Department
Highway Building
Salem, Oregon 97310

Attention: Frank L. Hall

Dear Sir:

We have reviewed the following projects transmitted by your letters of March 31, 1969.

Bethel Creek Bridge, Oregon Coast Highway, Coos County
Butte Creek Bridge, Oregon Coast Highway, Coos County
Pistol River Bridge Section, Oregon Coast Highway, Curry County

The streams named above support good runs of anadromous fish, thus fish passage must be provided at the crossings.

Harmony Road Interchange-Cascade Highway Section, Clackamas Highway, Clackamas County
Del Rey Beach Access Road Section, Clatsop County
Fern Hill-Burnside Section, Columbia River Highway, Clatsop County

We anticipate no fish passage problems on the last three named projects.

If precautions against siltation and water pollution are maintained, the projects are approved.

Sincerely,

Burt Carnegie

BURT CARNEGIE
HYDRAULICS ENGINEER

cc: Oregon State Game Commission

RECEIVED
MAY 2 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 16 1969
COMMISSION

OFFICE OF THE DIRECTOR

4-3739

P. O. BOX 3503 • 1634 S.W. ALDER ST. • PORTLAND, OREGON • 97208 • Ph. 222-9611

7446

April 9, 1969

TOM McCALL
GOVERNOR

COMMISSIONERS
J. PAT METKE, Chairman
JOSEPH W. SMITH, Vice Chairman
JOHN P. AMACHER, Member
GEORGE L. HIBBARD, Member
JAMES W. WHITTAKER, Member

P. W. SCHNEIDER
State Game Director

Routing
Barbee
Hall
A. Olson
Sample
Terpin
Swenson
Trout
Wills
Hackleman
Scott
R. Olson
Cavenaugh
RECEIVED
APR 10 1969
DESIGN
DIVISION

State Highway Engineer
State Highway Department
Salem, Oregon 97310

Attention: Mr. Frank L. Hall

Dear Sir:

We have recently reviewed the preliminary plans for a number of projects which were covered by transmittal letters from you, dated March 24 and March 28, 1969.

An inspection of these plans indicate that there will be no conflict with wildlife resources as a result of construction of projects in the following listing, which are all approved.

1. Blue Mountain Pass-Jackson Creek Section, I.O.N. Highway, Malheur County

2. Creswell Interchange and Hawley Road Sections, Pacific Highway, Lane County

3. Rufus-Quinton Section, Columbia River Highway, Sherman and Gilliam Counties

4. Hilgard-Oro Dell Section, Old Oregon Trail Highway, Union County

5. 10th Street-South Pendleton Interchange Section, Oregon-Washington Highway, Umatilla County

6. Harmony Road Interchange-Cascade Highway Section, Clackamas Highway, Clackamas County

7. Fern Hill-Burnside Section, Columbia River Highway, Clatsop County

8. Pistol River (Frontage Road) Bridge Section, Oregon Coast Highway, Curry County

9. Del Rey Beach Section Access Road, Clatsop County

10. Bethel Creek Bridge, Oregon Coast Highway, Coos County

11. Butte Creek Bridge, Oregon Coast Highway, Coos County

On the bridge projects, we assume that water quality will be protected by silt and pollution precautions as has been practiced heretofore. Temporary crossings should not give any trouble if installed during low-water periods.

We appreciate the opportunity to comments on these projects.

Very truly yours,

JOHN W. McKEAN
DIRECTOR

By R. O. Koski

R. O. Koski
Chief of Liberations

ROK:js

cc: Dir. OFC

cc's sent 4-10-69

F.B. Klaboe
F.D. Morgan
L.H. Young
F.E. Terpin
T.C. Roake
G.C. Wills
L.W. Rulien
R.D. Asburry
C.T. Keasey
Putnam, J.F.
A.F. Parson

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APR 10 1969
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-29 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 1, 1969

To: MEMO TO THE FILES

SUBJECT: Del Rey Park
Access Road
Clatsop County

Friday, March 28, L. V. Koons, Loren Weber and I met with Clatsop County Board of Commissioners to discuss the proposed access from the Oregon Coast Highway to Del Rey Park, in Clatsop County. I was informed that an agreement is being processed between the Oregon State Highway Department and Clatsop County covering this matter, generally covering as follows:

The State Highway Department, at its sole cost, will perform all the engineering work in preparing the plans and specifications for contracting. Clatsop County, at its sole cost, will provide the necessary right of ways for the construction. The State Highway Department, at its sole cost, will construct the access road, after which the County will assume all maintenance and jurisdiction over the access road.

Clatsop County will transfer all of its rights to the State of the following properties: Lots 8 and 21 of Del Rey Park subdivision. A 20 ft. strip of additional property along the southerly boundary of Lot 7. Also another tract of property in the Fort Stevens Park area of approximately 180 acres.

More particulars regarding this access road were discussed and determinations made as follows: The alignment to be used would be the northerly line that Resident Engineer Weber used when first starting working on this project. When leaving the Oregon Coast Highway it would traverse the centerline of the property shown on the map as being existing right of way to nearing the easterly boundary of the Del Rey Park subdivision where it would swing in a southwesterly direction to the first platted street which runs easterly and westerly, the extension of which goes between Lots 7 and 8, thence westerly along this platted street to the easterly boundary of Lots 7 and 8. Resident Engineer Weber, as soon as his work load would permit, was to complete his work on this alignment giving priority to the establishment of the necessary right of way for the accommodation of the construction. When this was determined he was to furnish Clatsop County with the information, who would then start proceedings of acquiring the right of way which they

stated would be by the resolution method, making it unnecessary for the writing of right of way descriptions.

Second priority, would be to prepare a vicinity map for the bridge which the State had agreed to construct across Neacoxie Creek. This vicinity map to be immediately submitted for the bridge department to work on the design of the bridge. The representatives of the County requested that a vehicular underpass be provided at the bridge site on the easterly side of Neacoxie Creek. This underpass to have a 14 ft. roadway width and a 10 ft. minimum vertical clearance. It was pointed out to them that this, no doubt, would increase the cost of the structure considerably and as it would benefit the abutting private property mostly, it seemed to be a right of way matter. So, we were doubtful if the State Highway Department would assume these additional costs. The County Board of Commissioners were assured that we would prepare estimates to determine the additional cost of the vehicular underpass. When these were obtained, we would again contact them with more definite information, whether the State would assume this additional cost or look to them to assume it if they insisted it be constructed.

Should any of the recipients of copies of this memo have different ideas of the determinations made at this meeting or additions to the above remarks, please advise this office at your earliest convenience.

R. D. Asburry
DIVISION ENGINEER

RDA:lf

cc: L. P. Shaw
D. J. Barbee
Ivan D. Merchant
L. V. Koons
Loren Weber
Clatsop County Board of Commissioners

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APR 2 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 20 1969
FOR FILING

4-3739
7446

Salem, Oregon
March 27, 1969

Mr. D. J. Barbee
Design Engineer

Del Rey Beach Access Road
Clatsop County

A review of plans which are nearing completion for grading, surfacing, and paving on an access road connecting US101 with tracts 8 and 21 of Del Rey Beach reveals some divergence from what I understand the County desires.

To the end that there be no confusion in this matter and that we may draft a proper County-State agreement in regard to exchange of lands and construction of a roadway, I have asked Division II to contact Clatsop County Court on Friday, March 28, and clear up any loose ends which might result in misunderstanding.

I have discussed the general design with William Sample, Assistant Final Design Engineer, and have asked him to include an arrangement at Neacoxie Creek crossing which would permit canoes and small boats to pass under the highway and would also provide a pedestrian pathway along the creek under the highway.

On March 25, I discussed some of the minor problems involved with the road location with Hiram Johnson, Clatsop County Commissioner. Mr. Johnson advised me that if we were short of right of way at certain points on the road location, to inform the County Court as promptly as possible so the County could take appropriate action to secure whatever was required.

Will you please advise me as soon as possible if additional right of way is necessary and if so, through what limits this would be true.

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw
cc Forrest Cooper
R. L. Porter
F. B. Klaboe
David G. Talbot
H. S. Cox
R. D. Asburry

March 27, 1969

Board of County Commissioners
of Clatsop County
Post Office Box 179
Astoria, Oregon 97103

Gentlemen:

Since our meeting in this office March 14 in regard to the Del Rey Beach project, our Design people have been reestimating the cost of an access road to incorporate features you desired at Neacoxie Creek. This reestimate will probably require several days' time, following which I will contact you again.

On March 20, Mr. H. S. Cox, County-City Engineer, was contacted by Mr. Marsh E. Hoffman, President of Bridlewild Development. Mr. Hoffman apparently is taking exception to the County's proposed route for the access road and was attempting to involve the State in a decision in that regard.

Until such time as a formal agreement between Clatsop County and the Highway Commission is reached, we regard the location of the proposed access road to Del Rey Beach as purely a County matter. We do not wish to become involved with Mr. Hoffman or others. I have asked Mr. Cox to convey this information to Mr. Hoffman.

I am assuming that the route which has been established by the County through resolution will be incorporated in our final agreement for consideration by the Clatsop County Court and the State Highway Commission. If I am in error on this point, please advise.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw
bc Forrest Cooper
R. L. Porter
F. B. Klaboe
David G. Talbot
D. J. Barbee
H. S. Cox

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD

FRED W. HILL, MEMBER
PENDLETON

THADDEUS B. BRUNO, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

March 21, 1969

Mr. Marsh E. Hoffman, President
Bridlewild Development Company
230 8th Street
Astoria, Oregon 97103

Dear Mr. Hoffman:

I take this opportunity to thank you for the map and letter of explanation regarding the proposed Del Rey access road.

During the course of yesterday's activities, I was advised by the Clatsop County Commission that the route of this road had already been determined and they did not wish to re-open the case. I was further informed that you would be advised of the above; so, at this point, this office has dropped its investigation.

All the data you sent is being delivered to our parks division so that they may be more fully informed.

Very truly yours,

H. S. Cox
County and City Engineer

HSC:mm

cc: Parks Division, State Highway Department
Clatsop County Board of Commissioners

MARSH HOFFMAN INSURANCE AGENCY
330 EIGHTH STREET
ASTORIA, OREGON 97103
(503) 325-3962

March 20, 1969

Mr. H. S. Cox
Oregon State Highway Department
State Highway Building
Salem, Oregon 97310

Dear Mr. Cox:

Thank you very much for your kind consideration concerning our Fraser-Hoffman Development problems. It was kind of you to spend so much time with me on the phone this morning.

I have enclosed a county map with a self-explanatory overlay concerning our suggested alternate beach access road routes. We feel that one of the three suggested alternates would make a straighter and therefore less expensive road to the beach and would serve the needs of the parties involved. Towards this end, we would be willing to give any adjoining property owners, including the county and/or state of Oregon, an easement for the installation of any underground utility lines that would be necessary. We would also provide a foot bridge across the Neacoxie so that these lines could be run in the underpinnings of the bridge thus making a costly underwater span of the Neacoxie unnecessary.

We have purchased a written option from Mr. Marlarkey for the initial 100 by 700 foot right-of-way beginning at High 101 and have conveyed to the county an option of our property at the southern side of our development. You will also note that our suggested right-of-ways could be constructed to avoid the necessity of condemnation of any privately owned property, whereas the proposed County road would require the purchase and/or condemnation of five parcels of property, notwithstanding their existing 60 foot right-of-way from Highway 101 to the northeast corner of Del Rey Beach. At least three of these property holders have expressed their unwillingness to sell the additional land required by the county for their planned northern route.

I have also enclosed a copy of a Werner Storch & Associates letter concerning the proposed state/county road to the center of our Development. Also enclosed

is a photo'd letter from our engineer on the same subject. I have also also enclosed two letters from the State of Oregon Highway Department on the same matter that maybe of interest to you.

Again, I wish to restate that we are most happy to cooperate with any neighboring landowner, the county or the state concerning the best interests of all involved.

Sincerely,

Marsh E. Hoffman

Marsh E. Hoffman, President

BRIDLEWILD DEVELOPMENT

Clatsop County

ASTORIA, OREGON 97103

VERNE STRATTON, Commissioner
LYLE G. ORDWAY, Commissioner
HIRAM C. JOHNSON, Commissioner
MARY HAY, Clerk
CARL B. BONDIETTI, Sheriff
FRANK J. COUMONT, Dist. Atty.

HAROLD T. JOHNSON, District Judge
BEN BURNS, Treasurer
H. M. OLSVICK, Surveyor
RICHARD B. KNOTTS, School Supt.
DR. NOEL B. RAWLS, Medical Examiner
DAVID S. DICKSON, Assessor

March 14, 1969

Oregon State Parks Department
State Highway Building
Salem, Oregon 97310

Gentlemen:

This letter is in regard to our previous discussions and correspondence on the development of a beach access road and park area in the Del Rey Beach area. Clatsop County has approached your department in regard to the development costs of this project and it was suggested to our Commission that we submit to you a proposal to help you in justifying your expending these fund at this time.

Clatsop County would be willing to deed out our interest on that public park area West and adjacent to the Del Rey platted area, and also deed to the State Parks Department, that land in county ownership, North of the Fort Stevens State Park beach approach, known as the Peter Iredale Road, as an offsetting factor on the development of the Del Rey Beach approach and park area.

We feel that our funding is such that the county cannot justify developing the Del Rey public park area in the near future, whereas your department has shown an interest in getting a beach access between Gearhart and the present Sunset Beach approach. Your department has also shown a great deal of interest in the county property North of the Peter Iredale road, which we feel will fit in your over all park development program more than the county's. Because of this, and our desire to see the recreational potential of Clatsop County develop as soon as possible, we feel we could justify this transfer of title to the State of Oregon Parks Department at this time.

Very truly yours,

BOARD OF COUNTY COMMISSIONERS
OF CLATSOP COUNTY, OREGON

By, _____
Commissioner

By, _____
Commissioner

By, _____
Commissioner

Handed to Mr Shaw
3-14-69

WERNER S. STORCH & ASSOCIATES, INC., CONSULTING ENGINEERS

March 10, 1969

Marsh Hoffman Insurance Agency
230 Eighth Street
Astoria, Oregon 97103

Dear Mr. Hoffman:

As a result of our study of Clatsop County property known as Bridlewild owned by Marsh E. Hoffman and George Fraser, we wish to make the following recommendation for its use as a recreational - residential development.

Our study of the site has been influenced by the conviction that definite effort should be made to save a spirit of natural beauty. To avoid the nightmare of an ordinary subdivision we recommend the use of "greenway separation", grouping building sites into a "cluster" type of site plan for residential areas. These greenways should contain paths and trails for pedestrian circulation from each building site to all recreational and commercial areas of the development without crossing public - use roads. For this reason we feel the project would suffer greatly if bisected by a public road which we understand Clatsop County proposes to build.

We would not be at all disturbed by a road being located along one end of the property - preferrably at the South. This would provide the necessary access and still leave the seventy - acre site free for development into one complete community.

Sincerely,
WERNER S. STORCH & ASSOC., INC

Jay A. Davis

Jay Avery Davis

JAD/je

CYpress 2-4856

GEORGE E. BERRY

General Contractor

Post Office Box 311

BEAVERTON, OREGON

March 3, 1969

Mr. Marsh Hoffman
230 Eighth Street
Astoria, Oregon

Dear Mr. Hoffman:

In our planning and engineering study we find that a road through the center of your property will not only make it more expensive to develope but have a negative effect on the recreation value.

Even with a modern bridge design across our proposed lake some recreational loss can be anticipated.

We would suggest that the road enter on the Frazier property and extend along the Southwesterly line of that property. Thus making a more economical construction and eliminating the bridge. This would enhance the feasibility of your property.

Very truly yours,

George E. Berry

George E. Berry
General Contractor and Engineer

OREGON STATE HIGHWAY DEPARTMENT

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

February 5, 1969

Mr. Marsh E. Hoffman
Marsh Hoffman Insurance Agency
230 Eighth Street
Astoria, Oregon 97103

Dear Mr. Hoffman:

This will acknowledge receipt of your January 31, 1969, letter requesting information concerning beach access roads in the vicinity of Gearhart.

I have discussed this matter again with our Parks Department people and am advised that a location for a roadway has not been made at this time. The status is essentially the same as the last time I corresponded with you, which was in November of 1966.

Our Parks people advise me that they still have the matter in mind and perhaps will have something to report to me in three to six months. In the event you are still interested in this matter in that length of time, I would suggest you write to me again later in the spring.

Very truly yours,

G. E. ROHDE
Chief Counsel

D. H. Moehring
Right of Way Engineer

DHM:JP
cc G. E. Rohde
L. V. Koons /w/ att.

file

FORM 6-60 300M 16-68

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 8, 1969

SUBJECT: Beach Access
Del Rey Beach

To: Mr. Forrest Cooper
State Highway Engineer

From the Necanicum River to Camp Rilea, a distance of six miles, public access to the beach is now confined to several street ends in Gearhart and a county road end at Sunset Beach. Provisions for parking and sanitary facilities should be made at two points along this stretch of beach.

An ideal location for the southerly site would be approximately one mile north of Gearhart. The area under consideration, for the most part, is undeveloped but would require an access road from the Oregon Coast Highway which would be the nearest major traffic artery available.

Clatsop County has offered to provide a 16.95-acre tract which is located almost exactly at the optimum point along the Gearhart-to-Shore Pines beach. This offer is part of a more extensive proposal which involves a trading of lands on the part of the County for prompt construction of a roadway to the beach access area, with a right of access to the roadway to serve several platted thoroughfares.

Clatsop County proposes at this time to construct a fairgrounds immediately east of the 16.95-acre parcel offered as a beach access property. In view of the County's proposed development, construction of the roadway in the coming construction season would be highly desirable.

It is estimated that the road, which would be roughly .6 of a mile in length, would cost approximately $130,000. Our verbal discussions with Clatsop County indicate that for this construction the County would provide the following:

1. The 16.95-acre tract mentioned above.

2. All right of way necessary for the proposed roadway to the beach access site.

3. The County would assume jurisdiction of the road and all maintenance thereof upon its completion.

4. The County would also convey to the State 184 acres which is the last remaining tract between the Peter Iredale Road and the Corps of Engineers lease.

It is my opinion that this is a very valuable offer since regardless of the point chosen for the beach access at Del Rey, the access roadway would be necessary, and without the County assistance right of way for that road would be required as well as construction costs. The matter of County jurisdiction and maintenance is also highly desirable.

If you concur with an agreement embodying the above features, it should be brought to the Highway Commission's attention and I will pursue the matter with the County at greater length.

Lloyd P. Shaw

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw
cc R. L. Porter

APPROVED
Forrest Cooper
STATE HIGHWAY ENGINEER
DATE: 1/9/69
Please take care of necessary details.

Copy to Lane
2-11-69

FORM S-50 SOH 10-66

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 31, 1968

SUBJECT: Clatsop County

To:

Memo to the Files

On October 30 Commissioner Hiram Johnson of the Clatsop County Board of Commissioners dropped by the office and the following items were discussed.

1. Commissioner Johnson urged us to present a definite request to the County for the excess County right-of-way along the Ridge Road adjoining Ft. Stevens State Park. He mentioned that several commercial developments in the area were putting pressure on the County for disposal, and it was Johnson's opinion that the property should be in our hands.

2. In response to my question regarding the status of the Del Rey beach project, Johnson asked if the State would be willing to go ahead with the construction if the County threw in the parcel of County land lying to the north of the Peter Iredale Road at Ft. Stevens. I told him that the Department would probably look favorably on such a proposition.

3. Johnson mentioned that the County had been contacted by a "big money outfit" including Senators Jackson and Magnuson of Washington, the Conrad Hilton organization, and others who wanted to acquire the remaining County lands at Ft. Stevens, as well as the Camp Rilea areas, for a big commercial development. Johnson said that the Camp Rilea property was originally given the State by the County and would revert to the County in the event the National Guard left. I expressed to Johnson our concern for County property adjacent to Ft. Stevens State Park. He reaffirmed the County's position of holding the area for future development by the State.

Following discussion with Lloyd Shaw and Lynn Koons, the following steps are being taken:

1. A determination of which sections of the excess County right-of-way along Ridge Road would be reasonable additions to Ft. Stevens State Park should be made immediately. Mr. Koons would then present a formal request to the County for these lands.

Memo to the Files

#3

Barbee to Landburg

2. Mr. Shaw is requesting a refined road construction estimate from the Construction Division for the Del Rey beach access project.

#4

3. The Right of Way Division will be requested to refine their staff appraisal of the Del Rey Beach area and to also provide a staff appraisal of the County property north of the Peter Iredale Road.

Following a review of these materials and approval from the Administration-Commission, a formal offer will be made to the County.

David G. Talbot
State Parks Superintendent

DGT:al

cc: Lloyd P. Shaw
L. V. Koons
R. I. McCosh
W. H. Gaskill
L. B. Jacobson

Considering our success in getting speedy treatment from the Right of Way Division, would you please make the appraisal request. If you are agreeable, we will provide you with the necessary maps, etc.

RECEIVED
NOV 1 1968
OFFICE OF
STATE HIGHWAY ENGINEER

COMMISSIONERS
ANN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIGLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

November 15, 1966

Mr. Marsh E. Hoffman
830 Commercial Street
Astoria, Oregon 97103

Beach Access
Pacific Beach
Clatsop County

Dear Sir:

This will reply to your letter of November 1 requesting information concerning beach access roads in the vicinity of Gearhart.

I have discussed the matter with the State Parks people, who are investigating the beach access road locations, and have been advised that an investigation is presently underway on various locations in the vicinity of Gearhart. To date a selection has not been made on a precise location. The Parks people were unable to estimate when a final decision would be made.

I would suggest you contact either this office or the State Parks Superintendent concerning this matter in about ninety days.

Very truly yours,

G. E. ROHDE
Chief Counsel

D. H. Moehring
Right of Way Engineer

RECEIVED
MAY 6 - 1969

FORM E-30 SOM 10-58 SP*23401-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 26, 1969

4-3727
7446

To: Mr. Louis C. Grothaus
District Supervisor
Division II, Right of Way
O F F I C E

SUBJECT: File - Del Rey Beach
Oregon Coast Highway
Clatsop County

Mr. Lynn Koons of the Parks Division requested that an estimate be submitted for the acquisition of an 182.2 acre tract (Peter Iredale area) lying westerly of Fort Stevens State Park. A prior appraisal included an additional 81.9 acre parcel lying easterly of Fort Stevens Park.

Assuming that the premises are free of all encumbrances, exposed for sale in the open market for a reasonable period of time to find a fully informed purchaser, acquisition of the property is estimated at $85,000. Of this amount 3,400 feet (17.2+ acres) of ocean beach residential frontage is valued at $20.00 per front foot or $68,000. 165 acres of low, sandy beach land is valued at $100.00+ per acre or $17,000.

It is further assumed that access to the public road (Peter Iredale) is uncontrolled to the southerly side of the tract.

J. J. Mickalonis

J. J. MICKALONIS
Right of Way Agent

JJM/dle
cc: D. H. MOEHRING
L. V. KOONS

RECEIVED
APR 1 1969
OFFICE OF
STATE HIGHWAY ENGINEER

Copy to Bunday
5-5-69

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

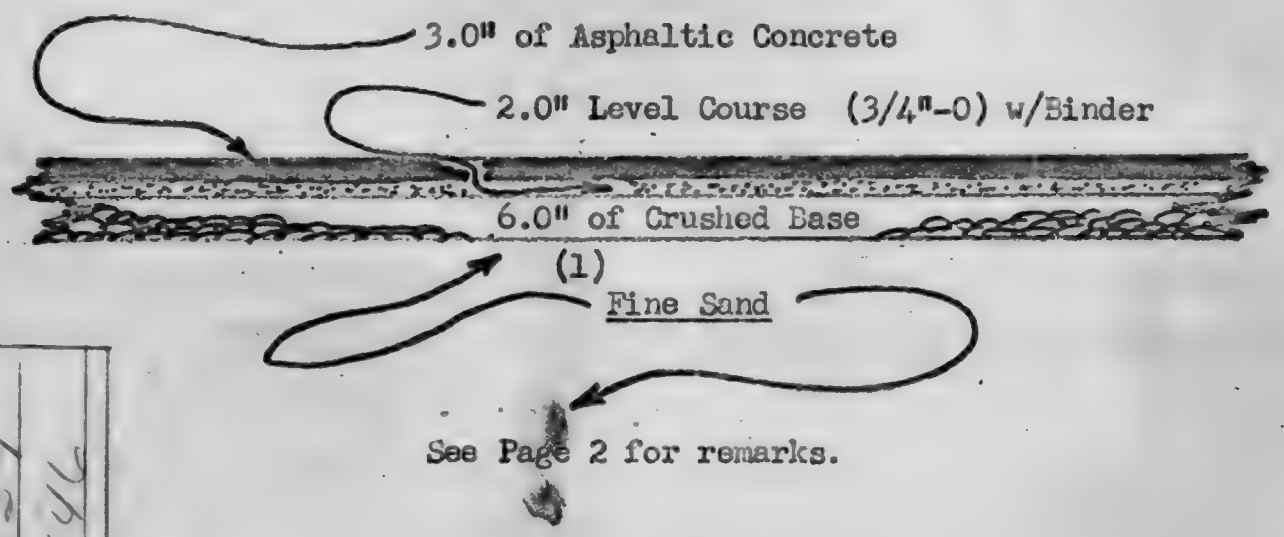
Section DEL REY BEACH ACCESS ROAD Highway COUNTY ROAD County CLATSOP Prefix 404-1490

Res. Engr. Dean Approx. Length 0.8 Miles. Sta. to Sta. Date 3-25-69

Truck A.D.T. 43 Traffic Coefficient 6.2 18 kip s.a. per day 8.0.

Annual Precipitation 80"± (Seaside) Frost Penetration - - - -.

(1)
Typical Soil
23 LL
0 PI
100 %P 10
2.2 %P200
0 %Gravel
2 %C Sand
96 %F Sand
1 %Silt
1 %Clay
62 "R" Value



See Page 2 for remarks.

	CBE Total Req.	Credit	Actual Thick.	
		6.0	3.0	A.C.
		2.0	2.0	Level Crse.
		6.0	6.0	Cr. Base
	14.0	14.0	*11.0	

AASHO CLASSIFICATION:
A-3

MATERIAL SOURCES:
To be determined by the Engineer.

RECEIVED APR 2 1969 FOR 4-3729 7446

cc:
B.P.R.
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Design Engineer
Specifications Engineer
Final Design Engineer
Division Geologist

NOTED F. B. KLABOE

Submitted by C. A. Gray for Staff Assistant Recommended by Engineer of Materials

Recommended by H. L. Dicken and Construction Engineer Approved by Asst. State Highway Engineer

SECTION: DEL REY BEACH ACCESS ROAD

HIGHWAY: COUNTY ROAD

COUNTY: CLATSOP

"OTHER ROADS"

Traffic Coefficient	A.C. Wearing Surface	P.M.B.B. or C.T.B.	3/4"-0 Level	Crushed Base	S.S. or L.T.S.	"CBE" Total Requirement	Actual Thickness
NONE							

Remarks:

"Minimum for traffic classification.

Should substitutions be made use the "CBE" Total Requirement column to obtain the "Total Thickness Required" and the table below for values:

1.0"	Asphaltic Concrete	=	2.0" Crushed Base
1.0"	Plant Mix Bituminous Base	=	1.8" Crushed Base
1.0"	Cement Treated Base	=	1.8" Crushed Base
1.0"	Oil Mat	=	1.1" Crushed Base
1.0"	Stone Subbase (Per Standard Specifications plus Supplementals)	=	0.8" Crushed Base
1.0"	Lime Treated Subgrade	=	0.8" Crushed Base

Above factors apply to materials that comply with the Standard Specifications

TRAFFIC ANALYSIS

SECTION: DEL REY BEACH ACCESS ROAD

HIGHWAY: COUNTY ROAD

COUNTY: CLATSOP

150 Present ADT (1969)

20 Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ONE WAY EWL	AVERAGE ANNUAL EWL
2	22	1.8	40	31	450	13,950
3	8	1.8	15	12	1000	12,000
4	0	—	—	—	1250	—
5	0	—	—	—	3180	—
6	0	—	—	—	2570	—
				43	TOTAL	

TOTAL AVERAGE ANNUAL DESIGN EWL 25,950

TWENTY YEAR EWL 519,000

TRAFFIC COEFFICIENT 6.2

SECTION: DEL REY BEACH ACCESS ROAD

HIGHWAY: COUNTY ROAD

COUNTY: CLATSOP

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good x Fair _____ Poor _____
   Remarks: _____
5. Cost Comparisons: See remarks

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: Generally Asphaltic Concrete or Oil
7. Stage Construction: Not applicable
8. Depressed, Surface, or Elevated Design: Surface
9. Conservation of Aggregates: See remarks
10. Stimulation of Competition: See remarks
11. Construction Consideration: See remarks
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: County prefers Asphaltic Concrete
13. Traffic Safety: Not a problem
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction

CONCLUSION AND REMARKS:

No cost comparison made as this is a short (0.8± mi.) project, and traffic does not warrant the use of C.R.P.C.C.

RECEIVED
MAR 11 1969

RECEIVED
MAR 8 1969

OREGON STATE HIGHWAY DEPARTMENT

4.3739

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

7446

March 6, 1969

The Honorable Hiram Johnson
Clatsop County Court
P.O. Box 179
Astoria, Oregon 97103

Dear Mr. Johnson:

Recently you talked to me about the appraisals made by the State on the County-owned areas involved in the Del Rey beach exchange.

These appraisals are made and handled by our Right of Way Division and I have conversed with them regarding the release of the same. I am informed that they would be glad to discuss with you the methods by which the appraisals have been arrived at on the land in question.

If you will contact me the next time you are in Salem, I will make arrangements with Right of Way to go over this data.

Very truly yours,

L. V. Koons, Deputy
State Parks Superintendent

LVK:dw

bc: L. P. Shaw
John Oakes

RECEIVED
COMMISSIONERS
MAY 3 - 1968

GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HELIX

4-3729
7446

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

April 2, 1968

Mr. Hiram Johnson, Chairman
Board of Commissioners
Clatsop County
Post Office Box 179
Astoria, Oregon 97103

Dear Mr. Johnson:

On several occasions, members of the Board have informally inquired about our response to the County's proposed Del Rey Sands beach access project. Enclosed is a copy of our last action on the project in which we requested certain materials and information from the County. To date we have had no official reply.

It would also be helpful if you would give us some idea of the County's desired time schedule of development, should agreement be reached. Timing, of course, relates to funding, which is always a serious problem.

We hope you can get this information to us so that we can officially respond to your original proposition.

Very truly yours,

David G. Talbot
State Parks Superintendent

DGT:al

Enclosure

bc: L. P. Shaw w/copy
L. V. Koons "
R. I. McCosh "

RECEIVED
LLOYD P. SMITH

RECEIVED
APR - 3 1968
OFFICE OF
STATE HIGHWAY ENGINEER

FORM S-123X 10M 8-67

RECEIVED
DEC 2 - 1968

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID G. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HELIX

WORK FILE
H-3739
C07446

STATE OF OREGON
STATE PARKS DEPARTMENT
SALEM 97310

December 26, 1968

Clatsop County Board of Commissioners
U. S. Courthouse
P. O. Box 179
Astoria, Oregon 97103

Gentlemen:

We are still working on the proposal to develop the beach access site in the Del Rey beach area. As soon as our appraisal work is completed we will be able to discuss the project and hopefully reach an agreement.

It would be of help if you would provide us with several items: a copy of the deed and the Court order setting the area aside as a county park, and information relative to the county's plans for the development of the County property to the east. We have heard that your original plans to sell the property for sub-division purposes have been changed, and you are now considering a recreation-convention complex to include the County Fairgrounds, a convention building, etc.

The project as discussed has great promise and we appreciate your assistance in working out the details.

Very truly yours,

David G. Talbot
State Parks Superintendent

DGT:jbk

cc: L. P. Shaw
L. V. Koons
R. I. McCosh

DEC 27 1968
RECEIVED

RECEIVED
DEC 21 1967
FOR FILING

44.3737
7446

Salem, Oregon
December 21, 1967

Mr. David G. Talbot
State Parks Superintendent

Proposed Del Rey Beach Access
Clatsop County

The attached estimate of road construction costs, with explanatory comments, can be used in further discussion with Clatsop County Commissioners.

The County proposal seems to be advantageous provided that:

The County provides all necessary right of way.

The County assumes maintenance of the roadway following its construction.

The tract of land under consideration is relieved of the encumbering dedicated roadway which passes through it.

The title to the land is made available free of restrictions and extending to the public ownership along the ocean.

No time limit is placed on development of the area.

The "off the ceiling" estimate of land value is upheld by an appraisal which is now being made.

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw
Attachment
cc Forrest Cooper
R. L. Porter
F. S. Klaboe

FORM E-90 50M 10-65

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

December 6, 1967

SUBJECT: Del Rey Beach Road
Clatsop County

To:

Mr. L. P. Shaw
Assistant State Highway Engineer
BUILDING

The estimated cost for producing a road as conceived by Clatsop County from U. S. 101 westerly through the Del Rey Beach Addition to the proposed park boundary (which is roughly 7th Street in the Addition) is $110,000 for 0.6 mile of construction. The site is located about a mile or so north of Cearhart in Clatsop County.

For the purpose of determining how the money is distributed in the estimate, the following breakdown is given.

Grading and Drainage	$ 40,000
Surfacing and Paving	70,000
Bridges	- - - -
Right of Way	- - - -
Est. Const. Cost	$110,000 (0.6 mile)

This is based upon a 44-foot subgrade width which will accommodate two 12-foot lanes and 4-foot shoulders; 3 1/2 inches of asphaltic concrete on 14 inches of base and leveling courses are assumed for the surfacing and paving item. As a matter of interest, the estimate can be reduced to $90,000 if an 0-11 oil mat were used in lieu of the A. C. pavement. It was determined from a very cursory field observation that a 60-inch culvert or one of equivalent capacity could handle Neacoxie Creek -- this conclusion being based upon the nature of the existing crossings of this creek both upstream and downstream from this proposal; as a result, no major structures will be required. No provision is made in the estimate for any special treatment at US 101 for handling the traffic to and from this road. Further, it is assumed that Clatsop County will procure the necessary rights of way for the proposal.

RECEIVED
DEC 8 - 1957
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
LLOYD P. SHAW

A small scale map is attached depicting the location of the proposed Del Ray Beach Road. For your information, I will retain the County's map and profile regarding this road.

F. D. Morgan
Construction Engineer

By W. H. Tebeau

W. H. Tebeau
Preliminary Studies Engineer

WHT:fw
Attach.
cc D. J. Barbee

Triangle Lake
28
27
26
BM 22
Dellmoor Sta
Clatsop Plains Sch
PLAINS
BM 64
Nehalem
SEATTLE
Proposed Road
Cullaby
Ocean Home Farm
Del Rey Beach
33
BM 16
34
35
AND
Butterfield
OREGON
PORTLAND
BM 17
Gearhart Golf Course
COAST
SPOKANE
3
2
4
BM 27
Gearhart
HIGHWAY
BM 16
9
10
11
Seaside Airfield
LEWIS
Nehalem
BM 14
Thompson
BM 199
CLARK
Creek
RIVER
CR
BM 11
Stanley Lake
Valley

MAY 8 - 1968

BP*23611-784

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 7, 1967

4-37-2
7+4+6

To: MEMO TO FILES

SUBJECT: Del Rey Beach Access
Clatsop County

On October 31, 1967, Lloyd Shaw, Larry Jacobson, and I met by appointment with representatives of Clatsop County (the three Commissioners, the County Engineer, and County Roadmaster) to discuss the Del Rey beach access project.

The County's offer was as follows: They will secure the right-of-way, deed the some 35 acres of beach property to the State, and maintain the roadway from the Highway to the park. The State is to construct the road and park. The County left a plan showing the location of the proposed road and a rough profile of it.

We indicated our serious interest, but said that we would have to study further, mentioning our money problem, etc.

The County Engineer estimated the road construction at $40-60,000 and Shaw estimated it in excess of $100,000.

Shaw took the map and profile and will have Construction get an estimate of the road cost and Right-of-Way, a staff estimate of the value of the property to be deeded to the State.

David G. Talbot
State Parks Superintendent

DGT:al
cc: Lloyd P. Shaw
L. V. Koons
R. I. McCosh
W. H. Gaskill
L. B. Jacobson

NOTED
LLOYD P. SHAW

RECEIVED
NOV 8 1967
OFFICE OF
STATE HIGHWAY ENGINEER

20-3754 Jessie M. Honeyman & William M. Tugman State Parks, on Oregon Coast Hwy. (Paving) 1970

#7448

RECEIVED
JAN 21 1971
FOR FILE
20-3754
7448

January 22, 1971

General Insurance Co. of America
520 S. W. 6th
Portland, Oregon 97204

Gentlemen:

A post-final payment for $525 will be made to Johnson Rock Products, Inc., on Contract No. 7448 for paving in Josephine and William H. Rogers State Parks in Lane, Douglas and Coos Counties as soon as the warrant is prepared.

The total amount paid on this contract will be $64,171.81 including the post-final payment. No force account work was performed on the contract.

Very truly yours,

Floyd Cherry, Secretary
OREGON STATE HIGHWAY COMMISSION

fhm

cc Johnson Rock Products, Inc.
Box 548
North Bend, Oregon 97459

Frank Morgan
Ivan Merchant
V. E. Skeen
Attn: John Marr
G. T. Keaney

RECEIVED
FEB 12 1971
FOR FILING
20-3754
7448

#6

January 12, 1971

Johnson Rock Products, Inc.
Box 548
North Bend, Oregon 97459

Gentlemen:

The State Highway Commission at its meeting on January 7 considered your request for a 15-day extension of time on Contract No. 7448 for paving in Jessie M. Honeyman and William M. Tugman State Parks in Lane, Douglas and Coos Counties.

Careful consideration was given to the reasons you submitted. However, in light of the available facts and the provisions of the contract, the Commission granted you an extension of 7 days, without assessment of liquidated damages.

If there are pertinent facts which have not yet been considered, you should contact the Resident Engineer, the Regional Engineer, or the Construction Engineer in the Salem Office.

Very truly yours,

Floyd Cuery, Secretary
OREGON STATE HIGHWAY COMMISSION

lhm
cc F. D. Morgan
V. E. Stoeg
C. T. Keaney
James Chaney

FORM E-30 (REV. 10-60)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

December 18, 1970

To:

Mr. A. E. Johnson
Assistant State Highway Engineer
BUILDING

SUBJECT: Jessie M. Honeyman and Wm. H. Tugman State Parks
Contract No. 7448
Request for Time Extension

Johnson Rock Products, Inc. has requested a 15-day time extension on the subject project citing a work schedule conflict with another project (North Fork Coquille River (Myrtle Point) Bridge) where this prime contractor also did some paving work as a subcontractor during the first half of September. The contractor further cites that the State actually benefitted by his delaying this park paving until a time when there were much fewer people using the parks involved.

This was an asphalt concrete paving project on park roads, camp sites, and parking areas, the main bid item being 5,670 tons of AC. The contract was awarded July 31, 1970 with a specified completion date of October 1, 1970. The contractor did not start work until September 18 and the project was actually completed October 16, so there are 15 days liquidated damages accrued at $75 per day for $1,125.

Work schedule conflict between different projects is usually not considered valid for time extension and we do not think it should be here. Presumably, the contractors are fully aware of various contracts completion requirements and make their own decisions about scheduling.

The field recommendations on this time request are attached and both favor complete extension. It is obviously true that the parks occupancy count was significantly less after mid-September. One flaw in the argument in favor of granting complete extension is related to the specific dates involved. Labor Day was September 7 and even if we recognize some merit in delaying the work until after Labor Day, it is reasonable to expect it to start September 8, whereas it actually started September 18 or 10 days later.

NOTED
A. E. JOHNSON

8P*52478-734

This project was one of four park roadway improvement projects on which bids were opened July 30, 1970 at a special bid opening for just park work. Johnson Rock Products was the only bidder on the subject project. Completion time allowed may or may not have been a pertinent factor in the bidding. We also note that the engineering costs underran the authorization by approximately 30 percent.

A Price Agreement added widening and paving on the inside of 20 separate roadway curve locations. This was low production work and would justify 2 days extension.

We therefore recommend a compromise whereby we would expect the contractor to have started paving 10 days earlier (immediately after Labor Day) but would allow 2 days of this for the added Price Agreement, so would assess liquidated damages for 8 days. This would amount to a 7-day extension or until October 8, 1970 and would return $525 in liquidated damages leaving $600 in effect.

This was a State project. A rough draft letter to the Highway Commission is attached.

F. D. Morgan
Construction Engineer

By John A. Bond

John A. Bond
Construction Administration Engineer

JAB:fw

Enc.

cc V. L. Gallagher

RECEIVED
DEC 21 1970
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
November 16, 1970

To: Mr. F. D. Morgan
Construction Engineer
S A L E M

Attention John Bond

SUBJECT: Time Extension
Jessie M. Honeyman & Wm. M. Tugman State Parks
Oregon Coast Highway
Lane-Douglas-Coos Counties
Contract No. 7448

Enclosed herewith is the Contractor's Request for Increase in Number of Work Days to Complete Construction of the subject project. The contractor has taken the stand that by delaying the start of this project until after Labor Day, he actually caused less inconvenience to the travelling (camping) public and less obstruction to traffic. The number of occupied camp sites after Labor Day substantiates his claim.

It is recommended that the contractor be granted a 15 day time extension until October 16, 1970 in which to complete construction of the subject project. This recommendation is based on the fact that he did not cause any inconvenience to the travelling public.

for JOHN QUINER II
Regional Construction Engineer

JQII/cw
Enc.

Routing

Morgan
Decker
Bond
Walker
Boehne
Johnson

RECEIVED
NOV 17 1970
CONSTRUCTION DIVISION

Peters
Swan
Sterling
Litchfield
Gonsalves
Sicks

Was only bidder.

GPO 52479-734

FORM 6.00 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Eugene, Oregon
November 10, 1970

To: Mr. C.T. Keasey
Regional Engineer
R O S E B U R G

SUBJECT: Contractor's Request for Time Extension
Jessie M. Honeyman & Wm. M.
Tugman State Parks
Coast Highway
Lane-Douglas-Coos Counties
Contract No: 7448

Attached is the "Contractors Request for Increase in Number of Workdays to Complete Construction Contract", dated October 27, 1970, on the subject contract project. Accompanying the request is the contractor's letter of explanation for the additional time required to complete the contract.

The purpose of this contract was to pave a previously constructed overnight camping and parking facility. The facility was previously constructed through the prime coat and was in use during all times that the contractor was not working.

The contract was awarded July 31, 1970. Work was started September 18, 1970 and completed on October 16, 1970. The specified completion date is October 1, 1970. The contract was completed 15 days beyond the specified completion date.

The contract carries a provision as follows: "No work will be performed in park areas on week ends (between 4:00 PM Fridays and 6:00 AM Mondays) and on the Labor Day Holiday (between 4:00 PM September 3rd and 6:00 AM September 8, 1970)."

The contractor implies in his letter of transmittal that he had tacit approval to delay the start of work until after the Labor Day Holiday. The time remaining after the Labor Day Holiday would have been sufficient to complete the contract work, however, the contractor goes on to explain in his letter of transmittal, that, factors beyond his control involving another State Contract precluded the timely return to the established schedule for his work on this project.

Pursuant to the contractor's rebuttal in the matter of inconvenienco to the public, I further varify and extend the unit occupancy count at the two park facilities as follows:

	July	August	September	October
Honeyman	9,505	10,878	3,021	572
Tugman	1.054	2,501	426	51

Notwithstanding the fact that the contractor's request for additional time to complete the contract work is not based on one or another of the reasons as setforth under Section 108.09, Adjustment of Contact Time, it may be appropriate to compare and evaluate the provisions as setforth in Section 108.08, Contract Time for Completion of Work.

I recommend that the contractor be granted fifteen (15) days additional time in which to complete the contract work.

James E. Chaney
Resident Engineer

encl:
cc: file

RECEIVED
DEC 23 1970
FOR

20-3754
7448

December 23, 1970

Oregon State Highway Commission

Request for Extension of Time
No. 6
January 5, 1971 meeting

Gentlemen:

Johnson Rock Products, Inc., has requested a 15-day extension of the contract time on the Jessie M. Honeyman and William M. Tugman State Parks paving project. This was Contract No. 7448 located in Lane, Douglas and Coos Counties. The contractor cites three reasons for extension which include an alleged benefit to the public from delaying the paving work until after Labor Day when there was less public use of the park facilities, added work covered by Price Agreement, and a conflict of his paving schedule involving another State Highway project on which the above firm was a subcontractor.

This contract was awarded July 31, 1970, with a specified completion date of October 1, 1970. The contractor started work September 18 and the project was actually completed October 16, 1970, so 15 days' liquidated damages accrued at the rate of $75 per day.

There is some merit for extension on the first two reasons. The park usage does drop significantly after Labor Day, which was September 7. This was probably also some benefit to the contractor as well. However, the work could have started immediately after Labor Day rather than ten days later, so we do not sanction extension for this ten days.

A Price Agreement added paving width around the inside of the roadway curves at 20 locations and this slower

production work justifies two days' extension. Any conflict in scheduling between projects would be the contractor's responsibility to resolve and is not recommended as a reason for extension in this case.

I recommend that the liquidated damages be assessed for the remaining eight days (after allowing for the two days recommended above) when there was no paving activity immediately after Labor Day. This amounts to an extension of seven days, or until October 8, 1970, and would leave eight days liquidated damages in effect in the amount of $400. I recommend extension on this basis. This was a State project.

This matter will be on the agenda for your consideration at the January 5 meeting.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Floyd Query
Tom Edwards
A. E. Johnson
V. D. Wolfe
F. D. Morgan
V. E. Skoog
L. H. Young
C. T. Keasey

JAB:fw sr

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7448 Contractor Johnson Rock Products

Highway Oregon Coast

Section Jessie M. Honeyman & Wm. M. Tugman State Parks

Kind of Work Paving

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED**. The reasons for such recommendation are as follows:

Recommend extension to October 8, 1970 because of added curve widening, in recognition of possible benefit of minimizing interference with public by waiting until after Labor Day to start work.

Recommended for Approval:

John Conner
Division Engineer

for
Construction Engineer or
Bridge Engineer

R E Johnson
State Highway Engineer

Contract No.	7448
Project designation	State (State-Federal)
Date awarded	7-31-70
Work started	9-18-70
Per cent completed	100% 10-16-70 (Date)
No. of Workdays Allowed	62
No. of Workdays Used	77
No. of Added Workdays Requested	15

B—330 (Rev.)—6M—10-67

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date October 27, 1970

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from Oct 1 ~~days~~ to Oct 16 ~~days~~, within which to complete our Contract No. 7448, without the assessment of liquidated damages. The said contract is described as follows: Contract #7448 for Paving in the Jessie M. Honeyman & Wm. M. Tugman State Parks

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

The contract was awarded July 31st; however construction was purposly delayed until after the Labor Day week-end, due to the heavy usage of the Parks in that period.

Respectfully submitted,

JOHNSON ROCK PRODUCTS, INC.
Contractor

By Cecil R. Johnson
Cecil R. Johnson

CONSENT OF SURETY

Date October 27, 1970

We, General Insurance Company of America
Seattle Washington, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

D.H. Hansen-in-fact
Huggins Insurance Agency (SEAL)

D.H. Hansen

RECEIVED
NOV 30 1970
FOR FILING

20-375
7448

November 30, 1970

General Insurance Co. of America
Portland Service Office
520 S. W. 6th Avenue
Portland, Oregon 97204

Gentlemen:

On November 20, 1970, we wrote to you concerning release of final payment on Contract No. 7448 awarded to Johnson Rock Products, Inc., for paving in Jessie M. Honeyman and William M. Tugman State Parks in Lane, Douglas, and Coos Counties.

Final payment on this contract is $4,352.58 and the total contract amount is $83,646.81. No work was performed under force account.

Very truly yours,

Floyd Omery, Secretary
OREGON STATE HIGHWAY COMMISSION

kl

cc Johnson Rock Products, Inc.
P. O. Box 548
North Bend, Oregon 97459

bc F. D. Morgan
I. D. Merchant
C. T. Kenley
V. E. Saxvig
Attn: John Herr

RECEIVED
NOV 20 1970
FOR FILE

20-3754
7444

November 20, 1970

Oregon State Highway Commission

Gentlemen:

Work was completed October 16, 1970 on Contract No. 7444. The contract was with Johnson Rock Products, Inc. and was for paving on the Jessie M. Honeyman and William H. Tugman State Parks Section in Lane, Douglas and Coos Counties.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective November 20, 1970 and that you concur in this procedure at the Commission meeting on November 24, 1970.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Foyd Query
Tom Edwards
A. E. Johnson
Victor D. Wolfe
F. D. Morgan
I. D. Merchant
V. E. Skoog
L. H. Young
C. T. Keasey

VG:fw

20-3754
7448

Report No. 8

FORM E-1 (REV 12-66)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Jessie M. Honeyman & Wm. M. Tugman State Parks	WEEK ENDING: November 14, 1970
	SECTION PREFIX: 20-3754
HIGHWAY: Oregon Coast	COUNTY: Lane-Douglas-Coos
NAME OF JOB: Jessie M. Honeyman & Wm. M. Tugman State Parks	KIND OF WORK: Paving
CONTRACTOR: Johnson Rock Products Inc.	CONTRACT NUMBER: 7448 / FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: July 31, 1970	DATE WORK STARTED: September 18, 1970 / ESTIMATED COMPLETION DATE: October 1, 1970
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS / WORK DAYS USED
	SPECIFIED CALENDAR DAYS / CALENDAR DAYS USED
	SPECIFIED COMPLETION DATE / PERCENT OF TIME ELAPSED: (78 days) 127.9%
PROJECT AUTHORIZATION: $ 99,960.21	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%
EXCLUSIVE OF ENGINEERING: $ 91,230.06	ENGINEERING AUTHORIZATION: $ 8,730.15
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 84,771.81	ENGINEERING COST TO DATE: $ 7,268.06 / PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 92.9%
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 7.1 %	PERCENT OF AUTHORIZATION: 83.3% / DATE PROJECT WAS COMPLETED: October 16, 1970

Semi-final submitted 11-10-70

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
- - - - -	- - - - -	- - - - -	100%	100%	- - - - -	- - - - -	- - - - -

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					5,670 Ton
TOTAL ESTIMATED QUANTITIES (CONTRACT)		230 CY			5,567 Ton
TOTAL QUANTITIES CORRECTED TO DATE		111 CY			5,567 Ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE		111 CY			0
AVERAGE DAILY QUANTITIES		0			0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME		0			0
NUMBER OF SHIFTS PER DAY		0			0
HOURS PER SHIFT		0			0

EQUIPMENT USED DURING THE WEEK:

NONE

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Rain			
MONDAY	Rain			
TUESDAY	Rain			
WEDNESDAY	Rain			
THURSDAY	Shower			
FRIDAY	Fair			
SATURDAY				

Bowling, Morgan, Decker, Bond, Bohme, Johnsen, Smith, Glenn, Litchfield, Sisk

RECEIVED
NOV 13 1970
CONSTRUCTION DIVISION

SIGNED: REN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	
MONDAY	
TUESDAY	Submitted Semi-final to Regional Office
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Semi-final submitted to Regional Office on November 10, 1970.

SIGNED James E. Chaney LOCATION Eugene

James E. Chaney, Resident Engineer

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP*F216

RECEIVED
AUG 3 - 1970

20-3754
7448

August 3, 1970

Johnson Rock Products, Inc.
P. O. Box 548
North Bend, Oregon 97459

Gentlemen:

The State Highway Commission on July 31, 1970, awarded to you State Highway Contract No. 7448 in the amount of $87,051.50 for paving in Jessie M. Honeyman and William M. Tugman State Parks.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm
cc Frank Morgan
D. J. Barbee
I. D. Merchant
Parks Section
Wm. Geibel (SAIF)
C. T. Keasey
Bobby Johnson

21-3777 Neskowin Beach State Wayside, 1970
Gleneden Beach Wayside, Agate Beach
#7449 Wayside & S. Newport Park (Paving)

PROBATE
JAN 8 - 1971
FOR FILING
21-3777
7449

January 8, 1971

United Pacific Insurance Co.
P. O. Box 1256
Tacoma, Washington 98401

Gentlemen:

Contract No. 7449 awarded to Reed and Driveway Company for paving in Beachside Beach, Gleneden Beach, Agate Beach State Wayside and South Newport State Park in Tillamook and Lincoln Counties was completed on October 14, 1970, and accepted by the Highway Commission on January 6, 1971.

Final payment in the amount of $5,978.38 will be released to the contractor after January 15, 1971. The total contract amount is $20,094.74 including $246.40 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Oberg, Secretary
OREGON STATE HIGHWAY COMMISSION

fhm

cc Reed and Driveway Co.
P. O. Box 128
Newport, Oregon 97365

Frank Morgan
Ivan Merchant
V. E. Skoog
Attn: John Kerr
R. D. Asberry

JAN 8 - 1971

21-3777
7449

January 6, 1971

Oregon State Highway Commission

Gentlemen:

Work was completed October 14, 1970 on Contract No. 7449. The contract was with Reed and Driveway Company and was for paving on the Neahowin Beach, Gleneden Beach, Agate Beach State Waysides and South Newport State Park Section in Tillamook and Lincoln Counties.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective January 6, 1971 and that you concur in this procedure at the Commission meeting on February 16, 1971.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Floyd Query
Tom Edwards
A. E. Johnson
Victor D. Wolfe
F. D. Morgan
I. D. Merchant
V. E. Skoog
L. H. Young
R. D. Asburry

VG:fw

RECEIVED
DEC 28 1970
FOR FILING
21-3777
7449

December 1, 1970

Road & Driveway Company
P. O. Box 128
Newport, Oregon 97365

Gentlemen:

The Oregon State Highway Commission at its meeting on November 24, 1970, granted an extension of time, without assessment of liquidated damages, to October 14, 1970, on Contract No. 7449 for paving in Neskowin Beach, Gleneden Beach, Agate Beach State Wayside & South Newport State Park in Tillamook and Lincoln Counties.

Very truly yours,

Floyd Cuery, Secretary
OREGON STATE HIGHWAY COMMISSION

cr

cc F. D. Morgan
V. E. Skoug
R. D. Asburry
H. H. Patterson

FORM E-20 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

November 9, 1970

To:

Mr. A. E. Johnson
Assistant State Highway Engineer
BUILDING

SUBJECT: Neskowin Beach, Gleneden Beach, Agate Beach and South Newport State Park
Contract No. 7449
Request for Time Extension

The subject projects covers paving at four park locations and was contracted with a specified completion date of October 1, 1970. It was actually completed October 14, so 13 days liquidated damages accrued at the rate of $75 per day for a total of $975. Road and Driveway Company, the contractor, has requested an extension of time to cover this because of extra work added to the contract.

The original contract paving was all completed by September 17, 1970 or well ahead of the specified completion date. The work done after October 1 was all for the installation of extruded PCC curbs which were added by Price Agreement No. 3. This Price Agreement added 8,750 feet of curb at four locations. The time extension is therefore clearly justified and the 13 days is recommended which will delete all liquidated damages.

This was a State project. A rough draft letter to the Highway Commission is enclosed.

F. D. Morgan
Construction Engineer

By John A. Bond

John A. Bond
Construction Administration Engineer

JAB:fw
Enc.
cc V. L. Gallagher

RECEIVED
NOV 13 1970
OFFICE OF
STATE HIGHWAY ENGINEER

21-3771
7449

FORM S-1 (REV. 10-68)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Neskowin, Gleneden and Agate Beach Waysides and So. Newport State Park	WEEK ENDING: 20 Nov 70	
	SECTION PREFIX: 21-3777	
HIGHWAY: - - -	COUNTY: Tillamook & Lincoln	
NAME OF JOB: 4 Parks Paving	KIND OF WORK: Paving	
CONTRACTOR: Road & Driveway Co.	CONTRACT NUMBER: 7449	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: 31 Jul 70	DATE WORK STARTED: 17 Aug 70	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: 0 MEN: SUPERVISION:	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
PROJECT AUTHORIZATION: $ 105,815.86	SPECIFIED COMPLETION DATE: 1 Oct 70	PERCENT OF TIME ELAPSED
EXCLUSIVE OF ENGINEERING: $ 96,571.30	ENGINEERING AUTHORIZATION $ 9,241.56	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: * $ 119,119.74	ENGINEERING COST TO DATE $ 9,442.88	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 121
ESTIMATED PERCENT: OVERRUN 23 %	PERCENT OF AUTHORIZATION 102 %	DATE PROJECT WAS COMPLETED: 14 Oct 70

*Additional funds requested 15 Sep 70

SF Est submitted 18 Nov 70

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
			GRADING	SURFACING	MAINTENANCE MATERIALS	[illegible] Curbs	PAVING
MILES IN PROJECT							
MILES PARTIALLY COMPLETED							
MILES COMPLETED							
TOTAL ESTIMATED QUANTITIES (CONTRACT)				825		0	7,680
TOTAL QUANTITIES CORRECTED TO DATE				330		9,458	9,621
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE				330		9,458	9,621
AVERAGE DAILY QUANTITIES							
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME							
NUMBER OF SHIFTS PER DAY							
HOURS PER SHIFT							

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Rain			
MONDAY	Fair			
TUESDAY	Fair			
WEDNESDAY	Cloudy			
THURSDAY	Cloudy			
FRIDAY	Rain			
SATURDAY				

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
15 Nov 70 SUNDAY	
16 MONDAY	
17 TUESDAY	
18 WEDNESDAY	
19 THURSDAY	
20 FRIDAY	
21 SATURDAY	

REMARKS

Semi-final estimate was submitted to Salem on Wednesday, 18 Nov 70.

This is the FINAL WEEKLY REPORT on this project.

SIGNED H. D. Patterson LOCATION Newport

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

RECEIVED
NOV 20 1970
FOR FILING

21-3777
7449

November 18, 1970

Oregon State Highway Commission

Request for Extension of Time
No. 4
November 24, 1970 meeting

Gentlemen:

Reed and Driveway Company has requested an extension of time on the Nestucca Beach, Cloverdale Beach, Agate Beach and South Newport State Park paving project in Tillamook and Lincoln Counties, Contract No. 7449.

The project had a specified completion date of October 1, 1970. All of the originally contracted work was performed prior to that date, but a significant item was added to the contract by Price Agreement covering construction of 8,750 feet of extruded curb among the four locations. This work had to be done after the regular paving and the project was not completed until October 14, 1970.

Because of the added work, I recommend that the completion date be extended to October 14, 1970, which will delete 13 days liquidated damages amounting to $975. This was a State project.

This matter will be on the agenda for your consideration at the November 24 meeting.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Floyd Query
Tom Edwards
A. E. Johnson
Victor D. Wolfe
F. D. Morgan
L. H. Young
V. E. Skoog
R. D. Asburry

JAB:fw sr

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7449 Contractor Road & Driveway Co.

Highway ———

Section Neskowin Beach, Gleneden Beach and Agate Beach State Waysides and South Newport State Park

Kind of Work Paving

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ **GRANTED**. The reasons for such recommendation are as follows: For the reasons that the contract was essentially completed by the specified October 1 completion date except for construction of the curbs under price agreement No. 3. Such extra work is clearly basis for a time extension.

Recommend extension to October 14, 1970.

Recommended for Approval:

Division Engineer

Construction Engineer or Bridge Engineer

State Highway Engineer

Contract No.	7449
Project designation	State (State-Federal)
Date awarded	31 Jul 70
Work started	17 Aug 70
Per cent completed	100 as of 14 Oct 70 (Date)
No. of Workdays Allowed	to 1 Oct 70
No. of Workdays Used	to 14 Oct 70
No. of Added Workdays Requested	to 14 Oct 70

SP 8296-134

B-676 (Rev.)—SM—8-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date October 15, 1970

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from Oct. 1 days to ..... days, within which to complete our Contract No. 7449, without the assessment of liquidated damages. The said contract is described as follows: Paving of the Neskowin Beach, Gleneden Beach, Agate Beach State Waysides & South Newport State Park

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: All time after the specified completion date of Oct. 1 was required to accomplish Extra Work, placing of curbs.

Respectfully submitted,

Road & Driveway Co.
Contractor

By Lewis S. Pipens
President

CONSENT OF SURETY

Date October 1, 1970, 19....

We, UNITED PACIFIC INSURANCE COMPANY

....., as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

UNITED PACIFIC INSURANCE COMPANY
By Hilary L. Kennedy
Attorney-in-fact Hilary L. Kennedy

MANSFIELD & CO.
By Hilary L. Kennedy (SEAL)
Resident Agent

RECEIVED
AUG 3 - 1970
FOR FILING

21-3777

7449

August 3, 1970

Road and Driveway Company
P. O. Box 128
Newport, Oregon 97365

Gentlemen:

The State Highway Commission on July 31, 1970, awarded to you State Highway Contract No. 7449 in the amount of $92,065.60 for paving in Neahcuin Beach State Wayside, Clemedon Beach Wayside, Agate Beach Wayside and South Newport State Park.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc Frank Morgan
D. J. Barbee
I. D. Merchant
Parks Section
Roy Olson
Wm. Geibel (SAIF)
R. D. Asburry
H. H. Patterson

1-3253 Baldock Slough Sand Shed, on Baker-Copperfield Hwy., East of Baker 1970

#7450

RECEIVED
DEC 14 1970
1-3253
7450

December 14, 1970

United Pacific Insurance Co.
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

On December 10, 1970, we wrote to you concerning release of final payment on Contract No. 7450 awarded to Cliff Walter for the Baldock Slough Bank Shed on the Baker-Copperfield Highway in Baker County.

Final payment on this contract is $1,097.31 and the total contract amount is $21,938.99. No work was performed under force account.

Very truly yours,

Floyd Omsby, Secretary
OREGON STATE HIGHWAY COMMISSION

fhm

cc Cliff Walter
2670 8th Drive
Baker, Oregon 97814

Frank Morgan
Ivan Morehart
V. E. Skoog
Attn: John Kerr
H. S. Coulter

RECEIVED
DEC 9 - 1970
FOR FILING

1-3253
7450

December 9, 1970

Oregon State Highway Commission

Gentlemen:

Work was completed November 3, 1970 on Contract No. 7450. The contract was with Cliff Welter and was for sand storage shed construction on the Baldock Slough Sand Shed Section of the Baker-Copperfield Highway in Baker County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective December 9, 1970 and that you concur in this procedure at the Commission meeting on January 5, 1971.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Floyd Query
Tom Edwards
A. E. Johnson
Victor D. Wolfe
F. D. Morgan
I. D. Merchant
V. E. Skoog
L. H. Young
H. S. Coulter
VG:fw

1-3253
9450

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

	SECTION: Baldock Slough Sand Shed	WEEK ENDING: November 14, 1970
		SECTION PREFIX: 1-3253
	HIGHWAY: Baker - Copperfield	COUNTY: Baker
NAME OF JOB: Baldock Slough Sand Shed	KIND OF WORK: Sand Storage Shed	
CONTRACTOR: Cliff Welter	CONTRACT NUMBER: 7450	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: August 18, 1970	DATE WORK STARTED: Sept. 24, 1970	ESTIMATED COMPLETION DATE: Nov. 3, 1970
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION:	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 75	CALENDAR DAYS USED 50
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 67
PROJECT AUTHORIZATION: $ 25,126.09	ENGINEERING AUTHORIZATION $ 2,194.42	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
EXCLUSIVE OF ENGINEERING: $ 22,931.67	ENGINEERING COST TO DATE $ 2,000.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 21,958.59		DATE PROJECT WAS COMPLETED: November 3, 1970
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN . . . . . 4.2 %	PERCENT OF AUTHORIZATION . . . . . 91 %	

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

Routing
Peavy
Bond
Simin
Walker
Glenn
Boehme
Litchfield
Johnsen
Gallagher
Stein

RECEIVED
NOV 16 1970
CONSTRUCTION DIVISION
BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY 8	Project complete, no activity all week.
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Semi - Final Estimate submitted November 13, 1970.

Final Weekly Report.

SIGNED C E Payton LOCATION Baker

C. E. Payton

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

RECEIVED
AUG 24 1970
FOR FILING
L-3253
7450

August 19, 1970

Mr. Cliff Walter
3470 8th Drive
Baker, Oregon 97814

Dear Mr. Walter:

The State Highway Commission on August 18, 1970, awarded to you as second low bidder State Highway Contract No. 7450 in the amount of $21,944.19 for the Baldock Slough Sand Shed on the Baker-Copperfield Highway in Baker County.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Floyd Omery, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Reed, Assistant Secretary

fkn
cc F. D. Morgan
I. D. Merchant
H. S. Coulter
C. E. Payton
Wm. Gaibal (SAIF)

JUN 11 1970

FOR FILING

1-32553
7450

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 10, 1970

SUBJECT: New Sand Sheds
70-71 Budget

To:
Tom Edwards
Assistant Highway Engineer
BUILDING

The approved 1970-71 Budget includes items for the construction of the following list of new sand sheds.

Subject to your approval, please forward the list to the Bridge Department for the preparation of plans and specifications. (Standard Frame Design).

SAND SHED LOCATION	DIMENSIONS	BUDGET
1. Santiam Hwy. #16 - M.P. 51.5 (Upper Soda)	60' x 128'	$29,800
2. Crater Lake Hwy #22 - M.P. 46.2 (Prospect Maint. Sta.)	60' x 128'	$41,000
3. Klamath Falls-Lakeview #20-MP 95.35 (Lakeview Maint. Sta.)	60' x 128'	$36,800
4. Baker-Copperfield #12 - M.P. 2.78 (Baldock Slough)	60' x 96'	$32,000
5. Pendleton-John Day #28-MP 48.85 (Near Ukiah Jct.)	60' x 96'	$30,200
6. Huntington Hwy #449 - M.P. 3.41 (North Huntington Interchange)	60' x 96'	$30,300

Enclosed are site maps for the above locations.

Approved 6/10/70
ASST. STATE HWY. ENGR.

RECEIVED
JUN 10 1970
STATE HIGHWAY ENGINEER

E. S. Hunter
Maintenance Engineer

By
G. D. Anderson
State Bridge Superintendent

GDA:hl
Encls.

Site maps 4. Copy to Merchant - 6-11-70
cc Hunter - 6-11-70

1-3254 North Huntington Interchange 1970
Sand Shed, N. of Huntington, on
#7451 Huntington Highway

HARTFORD FIRE INSURANCE COMPANY
HARTFORD ACCIDENT AND INDEMNITY COMPANY
HARTFORD LIFE INSURANCE COMPANY

RECEIVED
FEB 11 1971
FOR FILING

1-22-4
7451

files

CITIZENS INSURANCE COMPANY OF NEW JERSEY
NEW YORK UNDERWRITERS INSURANCE COMPANY
TWIN CITY FIRE INSURANCE COMPANY

THE HARTFORD INSURANCE GROUP

HARTFORD, CONNECTICUT 06115
PACIFIC DEPARTMENT
650 CALIFORNIA STREET, SAN FRANCISCO, CALIFORNIA 94120

February 9, 1971

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Attention: Floyd Query, Secretary
Oregon State Highway Commission

Re: Principal: Ray E. Kenney
Obligee: State of Oregon
Contract No: 7451
Performance Bond - $29,880.00

Gentlemen:

Under date of December 30, 1970 you forwarded a letter to Hartford's Seattle, Washington Office stating:

> "Final payment on this contract is $2,112.40 and the total contract amount is $31,160. No work was performed under force account."

Would you please advise of the meaning of this letter? Address your reply correspondence and all future correspondence on this matter to the writer at the address on the letterhead.

Yours very truly,

Ronald A. Kuns, Attorney
Surety Claims Department
Hartford Accident and Indemnity Company

RAK:mn

RECEIVED
FEB 11 1971
OREGON
STATE HIGHWAY COMMISSION

Mr. Kuns
The attached copy of our letter dated 12-22-70 should explain the matter. Your office was notified by the award of this contract by 9-15-70
Floyd Query
Secty OSHC

RECEIVED
DEC 31 1970
FOR FILING
L-3254
7451

December 30, 1970

Hartford Accident and Indemnity Company
1820 Eastlake Avenue East
Seattle, Washington 98102

Gentlemen:

On December 22, 1970, we wrote to you concerning release of final payment on Contract No. 7451 awarded to Ray E. Kenney for the North Huntington Interchange Sand Shed in Baker County.

Final payment on this contract is $2,112.40 and the total contract amount is $31,160. No work was performed under force account.

Very truly yours,

Floyd Omsy, Secretary
OREGON STATE HIGHWAY COMMISSION

fbm

cc Ray E. Kenney
1272 Monroe Way
Ontario, Oregon 97914

Frank Morgan
Ivan Merchant
V. E. Shoog
Attn: John Herr
H. S. Coulter

RECEIVED
DEC 21 1970
FOR FILING

1-3254
7451

December 21, 1970

Oregon State Highway Commission

Gentlemen:

Work was completed November 19, 1970 on Contract No. 7451. The contract was with Ray E. Keaney and was for a sand storage shed on the North Huntington Interchange Sand Shed Section of the Huntington Highway in Baker County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective December 21, 1970 and that you concur in this procedure at the Commission meeting on January 5, 1971.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

R. L. Foster
State Highway Engineer

cc: Floyd Query
Tom Edwards
A. E. Johnson
Victor D. Wolfe
F. D. Morgan
I. D. Merchant
V. E. Skoog
L.H. Young
H. S. Coulter

VG:fw

1-3254
7451

FORM E-1 (REV 12-66)

OREGON STATE HIGHWAY DEPARTMENT

DISTRICT ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: North Huntington Interchange Sandshed		WEEK ENDING: December 12, 1970
		SECTION PREFIX: 1-3254
HIGHWAY: Huntington		COUNTY: Baker
NAME OF JOB: North Huntington Interchange Sandshed	KIND OF WORK: Construction of Sandshed	
CONTRACTOR: Ray E. Kenney	CONTRACT NUMBER: 7451	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: August 18, 1970	DATE WORK STARTED: September 14, 1970	ESTIMATED COMPLETION DATE: November 28, 1970
AVERAGE FORCE ON PROJECT FOR THE WEEK MEN _____ SUPERVISION _____	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED
PROJECT AUTHORIZATION: $ 34,212.60		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%
EXCLUSIVE OF ENGINEERING: $ 31,224.60	ENGINEERING AUTHORIZATION: $ 2,988.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 99.6%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 31,224.60	This week 113.39 ENGINEERING COST TO DATE: $ 2,683.97	DATE PROJECT WAS COMPLETED: November 19, 1970
ESTIMATED PERCENT OVERRUN / UNDERRUN: ____ %	PERCENT OF AUTHORIZATION: 90 %	

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

Morgan
Routing
Bond
Walker
Boehme
Johnson
Litchfield
Gallagher
Stein

RECEIVED
DEC 16 1970
CONSTRUCTION DIVISION

RECEIVED
DEC 14 1970
BRIDGE DIVISION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 6	No Activity. Project Completed.
MONDAY 7	Worked on Semi-Final during week.
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Status of Work:

Project Completed. Semi-Final submitted 12-11-1970

SIGNED Curtis H. Duval LOCATION Ontario

Curtis H. Duval Res. Br. Engr.

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

RECEIVED
AUG 24 1970
FOR FILING

1-3254

7451

August 19, 1970

Ray E. Kenney Construction
1272 Moore Way
Ontario, Oregon 97914

Gentlemen:

The State Highway Commission on August 18, 1970, awarded to you as second low bidder State Highway Contract No. 7451 in the amount of $29,680 for the North Huntington Interchange Sand Shed on the Huntington Highway in Baker County.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Floyd Cassy, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Assistant Secretary

fkn
cc F. D. Morgan
I. D. Marchant
H. S. Coulter
Curtis Deval
Wm. Geibel (SAIF)

RECEIVED
JUN 11 1970
FOR FILING
1-32-4
7451

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

June 10, 1970

SUBJECT: New Sand Sheds
70-71 Budget

To:
Tom Edwards
Assistant Highway Engineer
BUILDING

The approved 1970-71 Budget includes items for the construction of the following list of new sand sheds.

Subject to your approval, please forward the list to the Bridge Department for the preparation of plans and specifications. (Standard Frame Design).

SAND SHED LOCATION	DIMENSIONS	BUDGET
1. Santiam Hwy. #16 - M.P. 51.5 (Upper Soda)	60' x 128'	$29,800
2. Crater Lake Hwy #22 - M.P. 46.2 (Prospect Maint. Sta.)	60' x 128'	$41,000
3. Klamath Falls-Lakeview #20-MP 95.35 (Lakeview Maint. Sta.)	60' x 128'	$36,800
4. Baker-Copperfield #12 - M.P. 2.78 (Baldock Slough)	60' x 96'	$32,000
5. Pendleton-John Day #28-MP 48.85 (Near Ukiah Jct.)	60' x 96'	$30,200
6. Huntington Hwy #449 - M.P. 3.41 (North Huntington Interchange)	60' x 96'	$30,300

Enclosed are site maps for the above locations.

RECEIVED
JUN 12 1970
STATE HIGHWAY ENGINEER

Approved 6/10/70
Asst. State Hwy. Engr.

E. S. Hunter
Maintenance Engineer

By

G. D. Anderson
State Bridge Superintendent

GDA:hl
Encls.

Site maps 4. Copy to Maintenance - 6-11-70
cc Hunter - 6-11-70

I-5-5(47) Hubbard Interch. Sec., Pacific 1970
283 Hwy., S. of Wilsonville (Grad.,
#7452 pav., struc., sign. & illum.) ■

#7452

RECEIVED
JUL 25 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

June 23, 1974

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM ORIGINAL SIGNED BY
L. W. RULIEN
L. W. Rulien
Project Management Engineer

NOTED
E. S. HUNTER

copy in #1643

SUBJECT Minor Program Change
Hubbard Interchange-Woodburn Interchange Section
Project I-5-5(52)274

We hereby request your approval, as a minor change, to extend the limits of the subject project 0.189 miles northerly to give an overall project length of 9.651 miles.

The following changes will be necessary in the Program Data and the items should now read:

1. Project Location: I-5, Woodburn Interchange, North 9.561 miles.

2. Termini: I-5, Woodburn Interchange, North 9.561 miles.

3. Miles: 9.561

This extension of the limits of the project is necessary in order to include the construction of the final A.C. pavement structure required to complete a 1,000-foot section of the highway from Station 640+00 to Station 650+00 which is northerly of the present project's north limit.

#7452

The above situation was caused by the fact that under project I-5-5(47)283 the pavement surface was finished 6-inches low at Station 650+00 with the expectation that the subject project would commence at Station 640+00 S.B. and 645+00 N.B. and finishing the surfacing to the proper grade and depth as explained

in the enclosed letter by S. K. Mueller, Resident Engineer, (Project I-5-5(47)283), to C. O. Fredrickson, Region Engineer, dated July 19, 1974.

The extension of the subject project and the inclusion of the A.C. paving work has been discussed with Mr. Reidl, FHWA, by C. E. Payton, Resident Engineer OSHD, on July 3, 1974. Tentative approval was granted by Mr. Reidl for the extension and federal participation in the paving costs.

Upon your approval of this program change we will submit a revised Project Agreement Estimate showing the revised station limits. We will also submit, for your approval and authorization to proceed, a formal Price Agreement covering the additional A.C. paving work.

Enclosures.

RHC:bs
cc: E. S. Hunter
C. T. Keasey
C. O. Fredrickson
R. Hacek
J. H. Versteeg
R. H. Chase

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

WOODBURN, OREGON 97071

REGION 2 ENGINEER
RECEIVED
JUL 19 1974
RE RCE RME RTE ROE
ULE GEO TA FILE

DATE JULY 19, 1974

TO C.O. FREDRICKSON
REGION ENGINEER

FROM WARREN E. MUELLER
RESIDENT ENGINEER

SUBJECT HUBBARD INTERCHANGE SECTION
CONTRACT NO. 7452
PREFIX 603-1010
A.C. PAVEMENT

Attached are copies of sheet 2A and 5 of the Hubbard Interchange project and a copy of sheet 3 of the Hubbard Intchge. - Woodburn Intchge. Section.

There seems to be some misunderstanding as to where and how much A.C. pavement was placed in the connecting section between the two projects.

You will note sheet 2A shows Section at Sta. "SB"650+80 to Sta. "SB"653+00 . This section shows a nominal overlay of 2" with a future 6" overlay. I assumed this 6" would be either A.C. or P.C.C. pavement. When this project was let, the decision to place P.C.C. South had not been made. Therefore, the section was left 6" low. This 6" section should be carried back to about Sta. 640 to taper out this 6" which was anticipated to be placed by the project to the South. Note, on sheet 5 the exit of the S.B. Rest Area does not show. It was also assumed that if we carried our work ahead, it would mean we would have to do work to the exit ramp. Hence, the paving was held back in this area. (Compare sheet 3

Hubbard Intchge. - Woodburn Intchge. with sheet 5 Hubbard Intchge.)

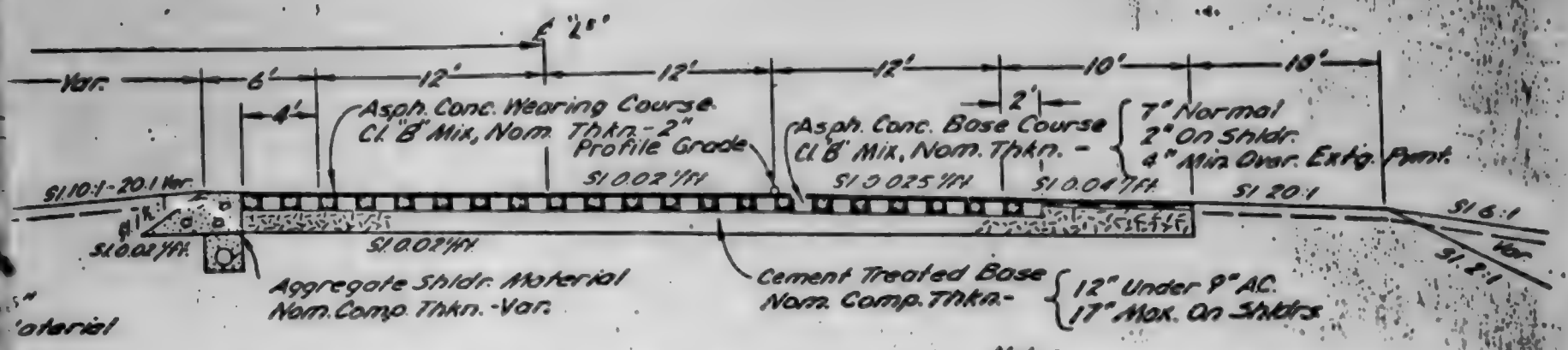
Northbound is also not an abrupt end, but a taper starting at Sta. 650 as shown on sheet 5 and extending north about 500 feet. Here again it was assumed the project south would lap over this section to give the required depth of paving.

WEM/ec

cc: C.E. Payton
file

C T I O N S

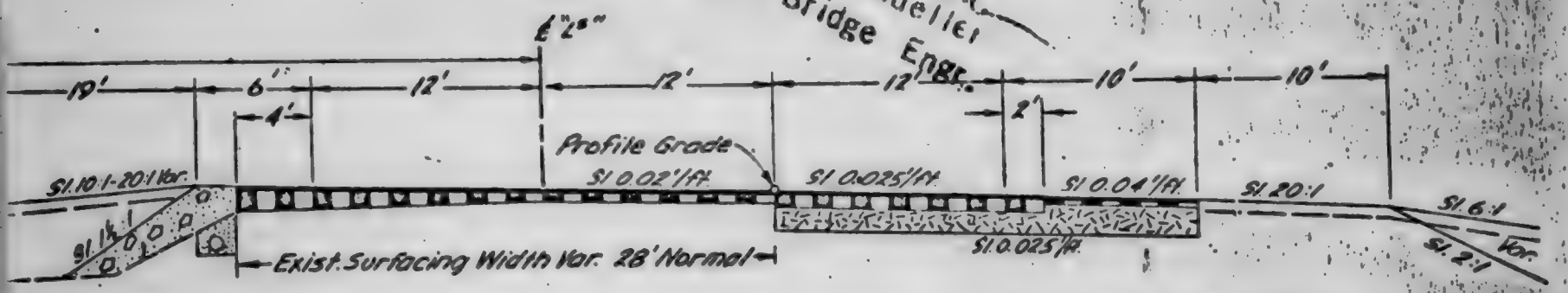
HUBBARD INTERCHANGE SECTION PACIFIC HIGHWAY CLACKAMAS COUNTY				SHEET No. 2A
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8.	OREGON	I-5-5(47)283		See Index



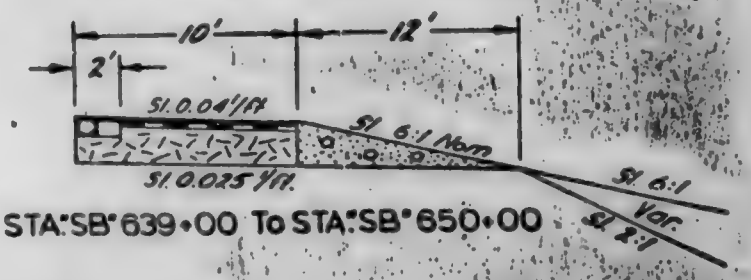
Sta. "SB" 612+50 To Sta. "SB" 635+00

Note:
For Subdrain Detail, See Sht. 2B
For Special Ditch Section, See Sht. 20

CONSTRUCTED
Warren L. Mueller
Res. Bridge Engr.

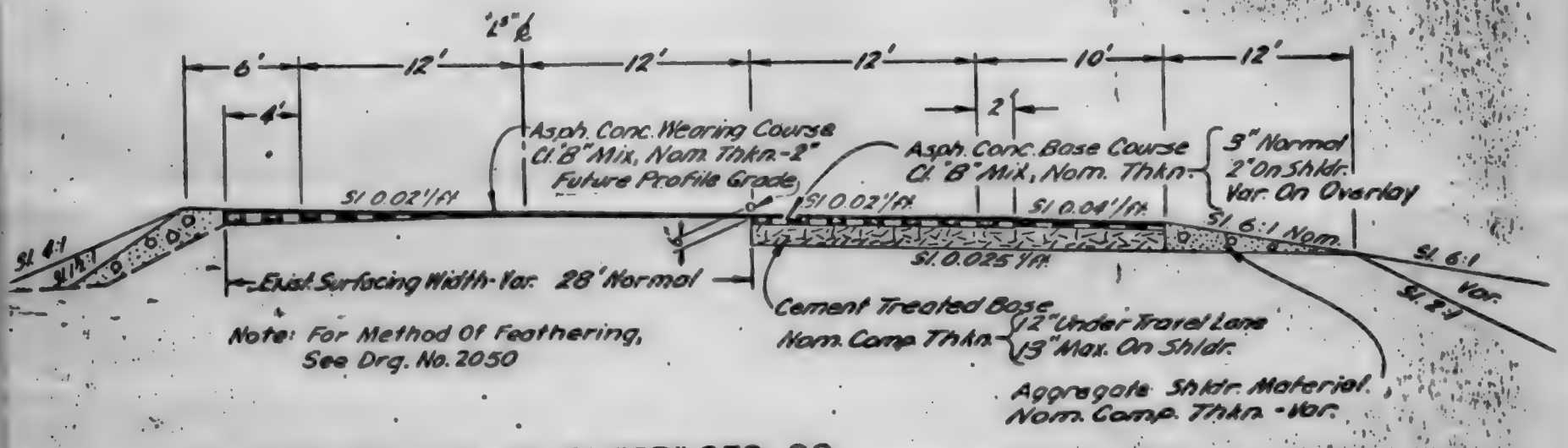


vn, See Section Above)



STA. "SB" 639+00 To STA. "SB" 650+00

Sta. "SB" 635+00 To Sta. "SB" 650+00
"SB" 650+00 To "SB" 650+80 (Taper Section)



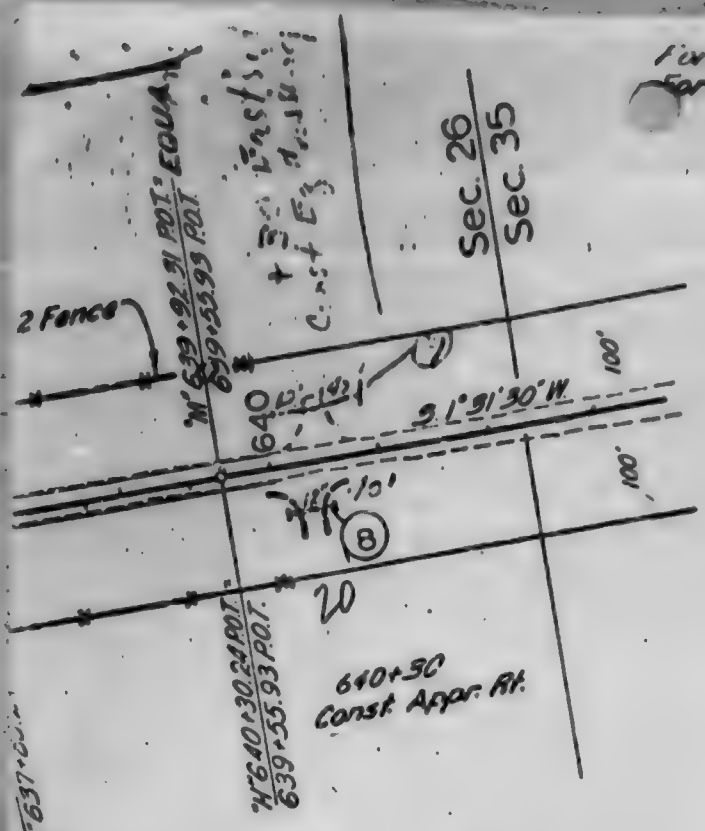
Note: For Method Of Feathering, See Drg. No. 2050

Sta. "SB" 650+80 To Std. "SB" 653+00
"SB" 653+00 To "SB" 655+50 (Taper Section)

For "H" Line Profile See Sht 4C
For "A" & "M" Line Profiles, See Sht 4D

HUBBARD INTERCHANGE SECTION				Sheet No.
PACIFIC HIGHWAY				5
CLACKAMAS COUNTY				
NO. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	I-5-5(47)283		Sht. Incl.

Note: ○ Denotes Left "I.P." in Curve



633+00
" Conc. Pipe (In Pl.)
more End Sections
land 18" Culv. Pipe-32'
ost. Type "C-2MA" Inlet
ost. Paved End Slope Lt.
Exc. 5 C.Y.

637+06
more 18" Culv. Pipe-80'
ost. Manhole
ost. Paved End Slope
st. 18" Culv. Pipe-106'
Exc. 60 C.Y.

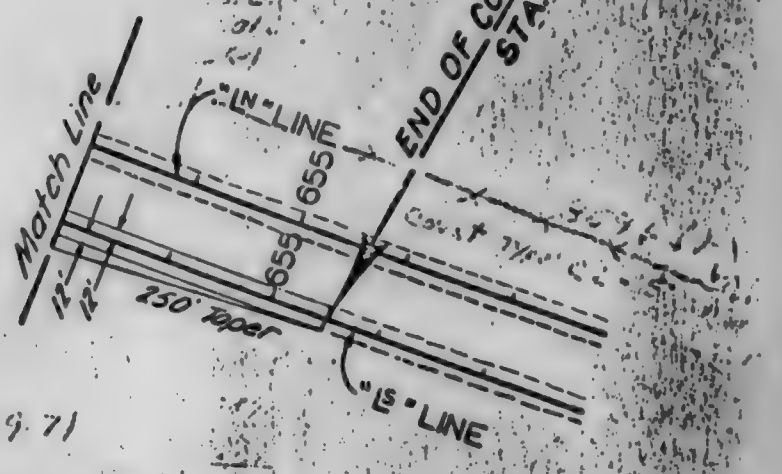
(7) "L" 644+20 To "L" 645+90
Const. Drain Ditch
2' Bottom, 4:1 Slopes
Dt. Exc. 16 C.Y. Pd #1

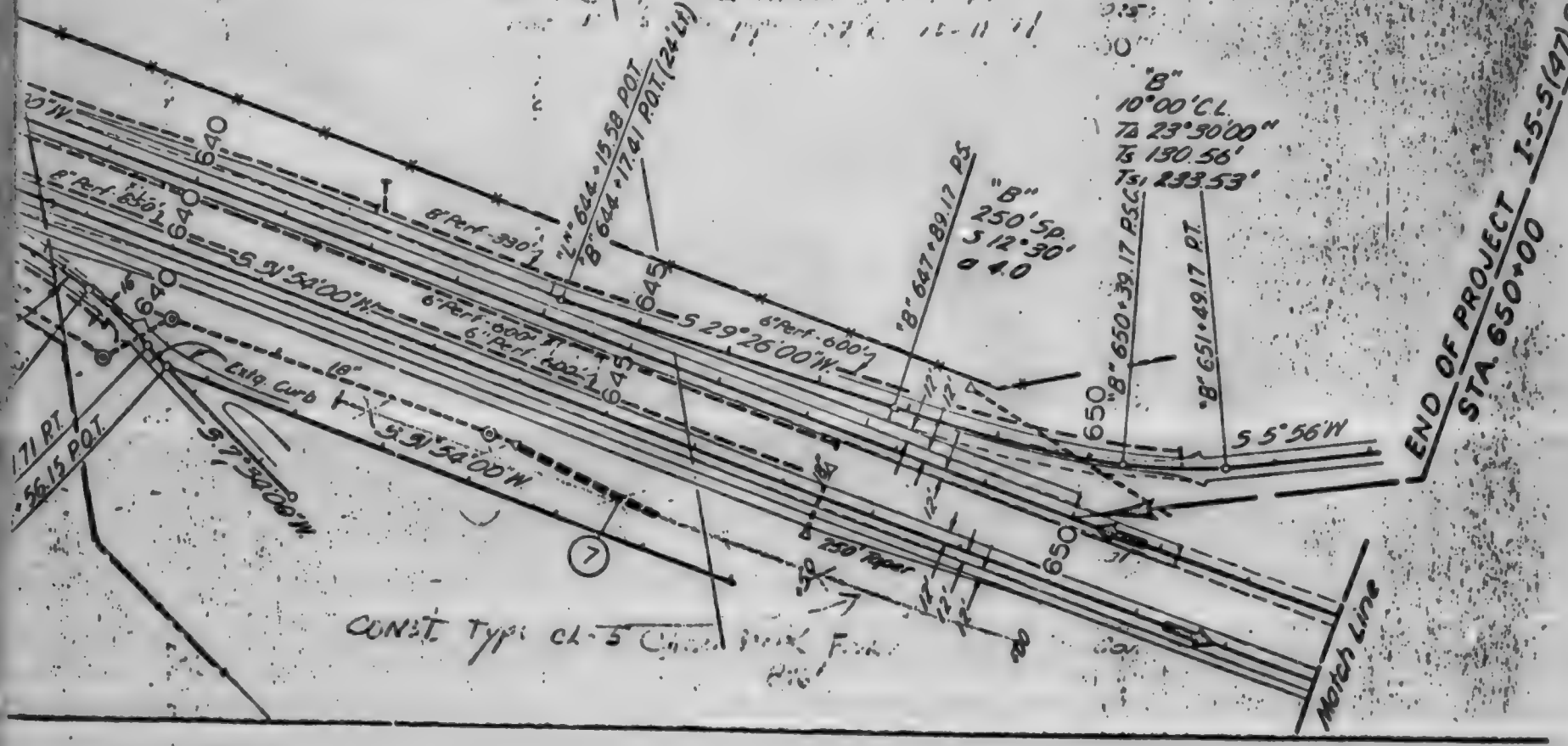
(8) "H" 640+30 Rt.
Inst. 12" Culv. Pipe-40'
Tr. Exc. 6 C.Y.

(9) "H" 640+30 Rt.
Inst. 12" [illegible] -10' 6-9-71

(10) [illegible]

(11) "H" [illegible]





T.3S.,R.1W.,W.M.

Sec 29
Sec 32

647+50 Remove Sloped End Section, Lt.
Const. Type "G-2MA" Inlet
18" C.M.P. - 105' (in pl.)
Extend - 10' Lt.
Tr. Exc. 1 C.Y.

R/W

Access Control Line

R/W

640

645

650

655

NORTHBOUND

SOUTHBOUND

CONST ℄ (N.BD)

S 31°54' W.

G-2MA

G-2MA

Exist Ditch

Exist. Pipe

CONST ℄ (S.BD)

"WA" LINE

Const Guard Rail - 900' (Type 2A)
With 2 Anchors

Remove Type 2
Barricade - 400'

S 5°56' W.

WILSONVILLE SAFETY REST AREA

"WA"
250' Sp.
S 12°30'

"WA"
10° C.R.
To 24°34'
Ts 135.67
Ts 241.98

"WA" POT. BK. = 651+59.07
"WA" POT. AH. = 653+04.35

"WA" 651+59.07 P.C.

"WA" 653+04.35 P.C.S.

"WA" 655+00.00 P.C.

"WA" 657+06.35 P.T.

JESSE V. BOONE D.L.C.

I-5-5(52)274

NORTH BOUND

200

195

190

185

Top of Exist. Pvmt. 12' Lt. ℄ Exist. ℄

Selected Topsoil - 85?

Exc. B

Emb.

Emb.

HUBBARD INTCHGE-WOODBURN INTCHGE SEC.
PACIFIC HIGHWAY
MARION & CLACKAMAS COUNTIES

FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR
8	OREGON	I-5-5(52)274	

S., R.1 W.,W.M.

"N.BD." 0°15' C.L. Δ 1°04' T 213.94'

"B" 662+24.15 P.T.

"N.BD." 0°15' C.R. Δ 1°04' T 213.34'

"WB" 10° C.L. Δ 21°30' T 21.17 L 42.00

"WB" LINE S.57°34'W.

"B" 664+16.19 POT BK= "WB" 664+16.19 PC Ah

"WB" 665+06.19 PCS

"N.BD" 655+00 P.C.

"N.BD" 659+26.67 P.T.

"N.BD" 660+37.33 P.C.

"N.BD" 664+64.00 P.T.

"N.BD" 664+63.53 POT

WILSONVILLE SAFETY REST AREA

R/W

650 655 660 665

Extg Type "D" Inlet 15"

CONST ℄ (N BD)

S.31°54'W.

G-2MA

S.30°50'W.

R/W ℄

S.32°58'W.

>EXTG ℄

CONST ℄ (S.BD)

"WA" LINE

S.30°30'W.

250' Taper

℄ R/W

Access Control Line

Remove Type 2 Barricade - 400'

S.5°56'W.

"WA" 250' Sp. S 12°30' E 4.0

"WA" 651+53.01 POT BK= 651+69.14 POT Ah

"WA" 653+35.68 P.C.

"WA" 654+56.35 P.T.

"WA" 657+06.35 P.T.

"S.BD" 0°15' C.R. Δ 1°04' T 213.34'

"S.BD" 0°15' C.L. Δ 1°04' T 213.34'

"S.BD" 655+00.00 P.C.

655+20 Const. Type "G-2MA" Inlet Inst. 15" Sew. Pipe - 100' Under Pvmt. - 24' Tr. Exc. - 22 C.Y.

"S.BD" 659+26.67 P.T.

"S.BD" 659+78.11 POT BK= 659+95.11 POT AH (W.L.)

"S.BD" 660+37.33 P.C.

"S.BD" 664+64.00 P.T.

"S.BD" 664+63.53 POT

I-5-5(52)274

NORTH BOUND

Top of Extg. Pvmt. 12' Lt. Extg. ℄

Extg. Median Ground Line @ ℄

Selected Topsoil - 857 (Median)

Exc. 833

Emb. In Pl. 2852

Emb. In Pl. 3719 (Median)

5

7452

May 23, 1973

Wood, Wood, Tatum, Mosser & Brooke
Law Offices
15th Floor Standard Plaza
Portland, Oregon 97204

Attention: Robert I. Sanders

Gentlemen:

We are enclosing a certified copy of contract and bond of Peter Kiewit Sons' Company for Contract No. 7452 as requested in your letter of May 18.

We are unable to supply the information you requested regarding Klineline Sand and Gravel as they were a supplier on this job and not a subcontractor.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

Encl.

RMG:fkm

LAW OFFICES

WOOD, WOOD, TATUM, MOSSER & BROOKE

ERSKINE WOOD
ERSKINE B. WOOD
LOFTON L. TATUM
JOHN D. MOSSER
JOHN R. BROOKE
JOHN G. HOLDEN
DONALD J. MORGAN
PETER G. VOORHIES
PAUL N. WONACOTT
ROBERT I. SANDERS
JEFFREY E. BOLY

15TH FLOOR STANDARD PLAZA
PORTLAND, OREGON 97204

TELEPHONE (503) 224-5430
CABLE: LINWOOD

May 18, 1973

Russ
P/S-do-
CPC

Oregon State Highway Commission
Highway Building
Salem, Oregon 97310

Attention: Mr. Floyd Query, Secretary

Re: Cascade Construction Company, Inc. - Peter Kiewit Sons' Co. Klineline Sand & Gravel Hubbard Job 4380
Our File: 9293/JGH:RIS

Gentlemen:

We represent Cascade Construction Company, Inc., Portland, Oregon.

We filed on behalf of Cascade Construction Company, Inc., a Notice of Claim for materials supplied on a State highway construction job performed by Peter Kiewit Sons' Co. under bond provided by Aetna Casualty & Surety Co. and Klineline Sand and Gravel under bond provided by General Insurance Company.

Please find enclosed a copy of that Notice as filed, and the Affidavit of Mr. Jon Morris, Vice-President, Cascade Construction Company, Inc. We request, pursuant to O.R.S. § 279.512, that we be supplied certified copies of (1) the contract of Peter Kiewit Sons' Co., (2) the bond filed pursuant to that contract, (3) the contract of Klineline Sand and Gravel, and (4) the bond filed pursuant to Klineline's contract.

Very truly yours,

Robert I. Sanders

ROBERT I. SANDERS

RIS:jmw
Enc.

NOTED
C. W. HEAD

RECEIVED
MAY 21 1973
OREGON
STATE HIGHWAY COMMISSION

NOTICE OF CLAIM

To: State of Oregon, acting by and through the Oregon State Highway Commission:

Notice hereby is given that the undersigned, Cascade Construction Co., Inc., has a claim for materials supplied by Cascade Construction Co., Inc., consisting of asphaltic concrete, 291.351 tons B mix at $5.00 per ton, in the sum of $1,456.76, against the bond taken from Peter Kiewit Sons' Co. (Principal) and Aetna Casualty and Surety Co. (Surety) for the work of highway construction, Interstate Highway 5 south of the Hubbard interchange in Clackamas County, Oregon, Tax Lot 900-1000, Section 35, T3S, R1W.

CASCADE CONSTRUCTION CO., INC.

By _____
JOHN G. HOLDEN
Attorney in Fact

RECEIVED
MAY 21 1973
STATE HIGHWAY COMMISSION

AFFIDAVIT

STATE OF OREGON)
) ss.
County of Multnomah)

I, JON MORRIS, being first duly sworn, depose and say:

I am the Vice-President of Cascade Construction Company, Inc.

Cascade Construction Company, Inc., has supplied materials, consisting of asphaltic concrete, 291.351 tons B Mix at $5.00 per ton, in the value of $1,456.76, to Peter Kiewit Sons' Co. and Klineline Sand and Gravel for the prosecution of work of highway construction provided for in Contract No. 7452, Interstate Highway 5 south of Hubbard interchange in Clackamas County, Oregon Tax Lot 900-1000, Section 35, T3S, R1W.

The claim in the amount of $1,456.76 has not been paid.

Jon E. Morris
JON MORRIS

Subscribed and sworn to before me this 17th day of May, 1973.

LaVern W Mayo
Notary Public for Oregon
My Commission expires:

RECEIVED
MAY 21 1973
OREGON
STATE HIGHWAY COMMISSION

7452

April 11, 1973

The Aetna Casualty & Surety Co.
Bond Department
1201 S.W. 12th
Portland, Oregon 97205

Gentlemen:

A second post-final payment for $13,722.33 will be made to Peter Kiewit Sons' Company on Contract No. 7452 for work on the Hubbard Interchange Section of the Pacific Highway in Clackamas County as soon as the warrant is prepared.

The total amount paid on this contract will be $3,387,323.21 including the second post-final payment. Of the total, $41,670.22 is for force account.

Very truly yours,

C. W. Reed, Secretary
OREGON STATE HIGHWAY COMMISSION

By
R. H. Graham, Assistant Secretary

ds

cc Peter Kiewit Sons' Company
215 South "F" Street
Vancouver, Washington 98663

bc C. T. Kenney
Walt Hart
V. E. Shoog
Attn: Dick Hasek
L. W. Bolien

RECEIVED
JAN 12 1973
FOR FILING

7452

January 12, 1973

The Aetna Casualty & Surety Company
Bond Department
1201 S. W. 12th Avenue
Portland, Oregon 97205

Gentlemen:

A post-final payment for $17,330 will be made to Peter Kiewit Sons' Company on Contract No. 7452 for work on the Hubbard Interchange Section of the Pacific Highway in Clackamas County as soon as the warrant is prepared.

The total amount paid on this contract will be $3,373,600.86 including the post-final payment. Of the total, $41,678.82 is for force account.

Very truly yours,

C. V. Reed, Secretary
OREGON STATE HIGHWAY COMMISSION

bm

cc Peter Kiewit Sons' Company
215 South 'V' Street
Vancouver, Washington 98663

bc C. T. Keeney
Walt Hart
V. H. Shoog
Attn: W. L. Hammer
L. W. Rulien

RECEIVED
JAN 5 - 1972
FOR FILING
7452

January 5, 1972

Peter Kiewit Sons' Co.
P. O. Box 1777
Vancouver, WA 98663

Gentlemen:

The Oregon State Highway Division has considered your request for an additional 35 days to complete work on Unit A and 45 days to complete work on Unit B of Contract 7452, Hubbard Interchange Section of the Pacific Highway in Clackamas County.

Careful consideration has been given to the reasons you submitted. In light of available facts and the provisions of the contract, the Oregon State Highway Division has granted you a 25-day extension of time on Unit A and a 45-day extension of time on Unit B without assessment of liquidated damages.

If there are pertinent facts which have not yet been considered, you should contact the Resident Engineer, the Regional Engineer, or the Bridge Engineer in the Salem office.

Very truly yours,

F. B. Klaboe
State Highway Engineer

cc: G. W. Head
A. E. Johnson
W. J. Hart
V. E. Skoog
L. W. Rulien
V. L. Gallagher

WBR:dh dpy

RECEIVED
JAN 5 - 1973
FOR FILING

7452

cc: C. W. Head
George M. Baldwin
A. E. Johnson
W. J. Hart
C. T. Keasey
V. E. Skoog
L. W. Rullen
V. L. Gallagher
Gary Ross
Gary Sund

WBR/dh/ag dpy

January 5, 1973

To Oregon State Highway Commission

From F. B. Klaboe
State Highway Engineer

Subject Extension of Time, Contract 7452
Hubbard Interchange Section, I-5
Clackamas County

Peter Kiewit Sons' Co., contractor for the subject project, has requested an additional 35 calendar work days to complete Unit A and an additional 45 calendar work days to complete Unit B without assessment of liquidated damages.

The contractor cites delays to the project caused by a number of extra work items and restriction of working hours. Extra work did delay the completion of the project and a careful check of project records has been made to determine the project delay time. The contractor's working hours were restricted because of his inability to adequately handle traffic during rush hours, but this is not a valid reason for an extension of time since the contract requires the contractor to provide for the needs of traffic while performing his work.

Based on the above, I have granted the contractor a 25-day extension of time on Unit A and a 45-day extension on Unit B. Liquidated damages are being assessed for ten days at $150 per day for a total of $1,500. This is a Federal-Aid project and the concurrence of the Federal Highway Administration has been received.

This matter will be on the agenda for your concurrence at the January 23 meeting.

BRIDGE DIVISION
RECEIVED
OCT 6 1972

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7452 Contractor Peter Kiewit Sons' Co.

Highway Pacific I-5

Section Hubbard Interchange Section

Kind of Work Grading, Paving, Structures, Signing & Illumination

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or ~~GRANTED~~ The reasons for such recommendation are as follows:

Grant 25 workdays for Unit A and 45 workdays for Unit B because of extra work requirements.

Recommended for Approval:

Division Engineer

Construction Engineer or
for Bridge Engineer

State Highway Engineer

State Printing 3/69

Contract No. 7452

Project designation I-5-5(47)283
State-Federal

Date awarded August 18, 1970

Work started September 17, 1970

Per cent completed 100% June 23, 1972
Date

No. of Workdays Allowed (a) 203, (b)325

No. of Workdays Used (a)238, (b) 370

No. of Added Workdays Requested (a) ~~36~~ 25
(b) 45

E—320 (Rev.)—SM—3-60

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date July 12, 1972

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from SEE days to BELOW days, within which to complete our Contract No. 7452, without the assessment of liquidated damages. The said contract is described as follows: **Second completion date, Hubbard Interchange Section, Pacific Highway, Clackamas County.**

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

See Attached List

Unit A 203 days to 238 days
Unit B 325 days to 370 days

Respectfully submitted,

Peter Kiewit Sons' Co.
Contractor

By Leonard W. Kearney
Leonard W. Kearney, General Superintendent

CONSENT OF SURETY

Date July 12, 1972

We, THE AETNA CASUALTY AND SURETY COMPANY, as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Kenneth C. Kraig
Attorney-in-fact

(SEAL)

Resident Agent

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator or Highways
Salem, Oregon

DATE: December 18, 1972

In reply refer to: 10-35-DA

FROM : C. L. Green, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-5(47)283
Hubbard Interchange Section
Time Extension

cy - Rubin Gallagher 12-20-72

RECEIVED
STATE HWY ENGR
DEC 19 '72
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

For the reasons outlined in Mr. Johnson's December 7, 1972 letter, I concur in the proposed 25-day additional time extension on Unit A and a 45-day extension on Unit B.

NOTED
A. E. JOHNSON

12-19-72
REFERRED TO
BY DEPUTY STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 917-544

RECEIVED
DEC 20 1972

FOR FILING

7452

McMENAMIN, JONES, JOSEPH & LANG
ATTORNEYS AT LAW
MORGAN PARK BUILDING
PORTLAND, OREGON 97205

AREA CODE 503
TELEPHONE 226-6301

ROBERT W. McMENAMIN
ROBERT P. JONES
THOMAS P. JOSEPH, JR.
RICHARD L. LANG
DARYLL E. KLEIN
THOMAS E. WOLF
CHARLES T. SMITH
C. ANDERSON GRIFFITH
WILLIAM L. HALLMARK
STEPHEN B. HERRELL
T. LEONARD O'BYRNE
PETER M. SHEELY
J. TERRENCE BITTNER

December 19, 1972

The Honorable Clay Myers
Secretary of State
Capitol Building
Salem, Oregon 97310

Re: Oregon State Highway Commission
Contract No. 7452
Hubbard Interchange
Our Client: Argonaut Insurance Company
Our File No. 5623

Dear Mr. Myers:

Our client, Argonaut Insurance Company, filed a claim pursuant to ORS 279.528, against the Performance Bond, dated August 18, 1970, with Peter Kiewit Sons' Co., a Nebraska corporation, as Principal, and the Aetna Casualty & Surety Company, a Connecticut corporation, as Surety, issued for the work on the Hubbard Interchange, Contract No. 7452.

This letter is to advise that we are at this time, on behalf of Argonaut Insurance Company, withdrawing the above-mentioned claim, and

No record in our file.
C.H.

request that you make the necessary notations on your records.

Thank you for your cooperation in this matter.

Very truly yours,

Thomas E. Wolf

TEW/amb

cc: Oregon State Highway Commission

Argonaut Insurance Company
Policy No. WC 80-276-803504

NOTED
C. W. HEAD

RECEIVED
DEC 20 1972
OREGON
STATE HIGHWAY COMMISSION

AFFIDAVIT

STATE OF OREGON)
ss.
COUNTY OF MULTNOMAH)

I, OGLESBY H. YOUNG, being first duly sworn, depose and say:

I am the attorney for Ideal Cement Company, a division of Ideal Basic Industries, Inc., a corporation, which furnished material to subcontractor Klineline Sand & Gravel Company in the amount of $53,199.90 for general contractor Peter Kiewit Sons' Company on Contract No. 7452 for work on the Hubbard Interchange section of the Pacific Highway in Clackamas County, Oregon. Notice of Claim was filed by Ideal Cement Company on or about February 28, 1972.

The claim has not been paid and I require a certified copy of the bond to prepare for filing suit against the general contractor and its bondsman. A copy of letter dated March 3, 1972 from the Oregon State Highway Division acknowledging receipt of the Notice of Claim is attached hereto for convenient reference.

Dated this 11th day of December, 1972.

Oglesby H. Young

SUBSCRIBED AND SWORN to before me this 11th day of December, 1972.

Janeth M. Stone
Notary Public for Oregon

My commission expires 1/13/73

RECEIVED
DEC 1 ... 1972
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
FOR FILING

Claim 4647

FILED
MAR - 6 1972
CLAY MYERS
SECRETARY OF STATE

NOTED ON CARD
3-7-72

OREGON STATE HIGHWAY DIVISION

7452

HIGHWAY BUILDING • SALEM, OREGON • 97310

March 3, 1972

RECEIVED
STATE HIGHWAY COMMISSION

Ideal Cement Company
708 Cascade Building
Portland, Oregon 97204

Attention: Harold H. Jahn
Sales Manager, Oregon Division

Gentlemen:

This is in reply to your Notice of Claim dated February 28, 1972, informing us that you have a claim for portland cement purchased by Kiinaline Sand & Gravel Company in the amount of $53,199.90.

This appears to be in connection with the Peter Kiewit Sons' Company Contract No. 7452 for work on the Hubbard Interchange Section of the Pacific Highway in Clackamas County.

The Aetna Casualty and Surety Company, 1201 S. W. 12th Avenue, Portland, Oregon 97205 furnished the Performance Bond on this contract. We will advise them of the receipt of your claim, and we will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cc Peter Kiewit Sons' Company
The Aetna Casualty and Surety Company

Hon. Clay Myers - Please acknowledge receipt of attached claim on the enclosed copy of this letter.

NOTED
C. W. HEAD

IDEAL CEMENT COMPANY
DIVISION OF IDEAL BASIC INDUSTRIES, INC.

708 CASCADE BUILDING TRADE PORTLAND CEMENT MARK PHONE: 228-7288

PORTLAND, OREGON 97204

February 28, 1972

Department of Transportation
Oregon State Highway Division
State Highway Building
Salem, Oregon 97310

NOTICE OF CLAIM - CONTRACTORS' BOND

Notice is hereby given that the undersigned, Ideal Cement Company, Division of Ideal Basic Industries, Inc. has a claim for 11,415.08 barrels of Type II Ideal Portland Cement purchased by Klineline Sand & Gravel Company, P.O. Box 30, Oregon City, Oregon in the sum of $ 53,199.90 dollars against the bond issued by Aetna Casualty & Surety Company, 1201 S. W. 12th, Portland, Oregon in favor of Peter Kiewit Sons' Company, General Contractor, P.O. Box 1777, Vancouver, Washington for the work of Clackamas County Oregon State Highway Project Number 7452, Hubbard Interchange Section of Pacific Highway south of Wilsonville, Oregon. FAP No. I-5-5 (47) 283.

IDEAL CEMENT COMPANY
Division of Ideal Basic Industries, Inc.

by: Harold H Jahn

Harold H. Jahn
Sales Manager, Oregon Division

RECEIVED
FEB 29 1972
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
DEC 8 - 1972
FOR FILING

7452

December 7, 1972

Mr. Glen L. Green
Division Engineer
Federal Highway Administration
Box 300
Salem, OR 97308

Dear Sir:

Extension of Time
Hubbard Interchange Section
FAP I-5-5(47)283
Contract No. 7452

Contract specifications provide that Unit A be completed in 190 calendar work days and Unit B be completed in 325 calendar work days, which forecast completion dates of June 23, 1971 and November 5, 1971, respectively. Unit A was completed August 25, 1971, with 238 calendar work days charged and Unit B was completed June 23, 1972, with 370 calendar work days charged.

The contractor is requesting a 35-day extension in addition to a 13-day extension previously granted on Unit A without assessment of liquidated damages and a 45-day extension on Unit B. Details of the contractor's request and our findings on each of the items are as follows:

(a) *Extra aeration of fills was required after they had been embanked and compacted the previous season (20 days).*

There is no basis for extension. Removal of excess moisture is part of earthwork requirements. Recommend no time be allowed.

(b) *Portion of time between September 10 - October 13, 1970 (8 days).*

Added drainage work performed at contract prices delayed completion of C & M line embankments. The contractor

used 20 days on drainage work in those fills. The drainage work was composed primarily of 6- and 8-inch perforated pipe, of which approximately 50 percent was in addition to contract plans.

Recommend 8 days be allowed for both Units A and B.

(c) *Price Agreements 1 and 2. Temporary signs and illumination (5 days).*

This work was performed by a subcontractor while the prime contractor was excavating and hauling two shifts a day. It is difficult to determine if and to what extent the contractor was delayed by this work. Work performed during the same period as the additional drainage work for which 8 days has been recommended. Recommend no additional time be allowed.

(d) *Price Agreement 4. Temporary illumination at Butteville Road connection (2 days).*

The temporary interchange had been open for approximately a month when this work was done. Work performed by subcontractor and there was no apparent delay to contract.

Recommend no time be allowed.

(e) *Price Agreement 5. Select subgrade material (2 days).*

This work was performed on Unit B only and would cause delay to that portion of the contract.

Recommend no time be allowed for Unit A.

Recommend 2 days be allowed for Unit B.

(f) *Price Agreement 9. Placing slope protection and reshaping slope (6 days).*

This work had no bearing on Unit A but did cause delay to Unit B.

Recommend no time be allowed for Unit A.

Recommend 6 days be allowed for Unit B.

(g) *Extra Work Order 4. Construct sign bridge footing (2 days).*

This work did affect both Unit A and Unit B. Resident Engineer's records show that the contractor worked on the footing 3 days.

Recommend 3 days be granted on both Units A and B.

(h) *Extra Work Order 6. Add and revise temporary illumination (10 days).*

This work was done by a subcontractor during the winter when no time was assessed.

Recommend no time be allowed.

(i) *Extra Work Order 7. Reinstall 60-inch end section (2 days).*

This work had no effect on Unit A but did delay Unit B.

Recommend 2 days be allowed on Unit B.

(j) *Extra Work Order 8. Refinish slope and revise "FR" grade line (1 day).*

This work did affect the completion of Units A and B. Unit A was affected on one day only while Unit B was delayed an additional 4 days. However, the one date that both units were affected was granted on an earlier request for Unit A.

Recommend no additional time be allowed on Unit A.

Recommend 5 days be allowed on Unit B.

(k) *Restriction of working hours (30 days).*

Because of heavy traffic during rush hours, the contractor's working hours were restricted.

The contract requires contractor to adequately handle traffic. It was shown, by trial, that the contractor could not restrict number of lanes available to traffic

and expect to adequately provide for needs of traffic during rush hours.

Recommend no time be allowed.

(l) *Price Agreements 12, 13 and Extra Work Orders 13 and 20, membrane waterproofing (18 days).*

Installation of paving dam and waterproofing decks did delay paving and completion of the project but did not affect Unit A.

Recommend 18 days be allowed for Unit B.

(m) *Mudjacking of slabs at Willamette River Bridge (7 days).*

This work was done during the period from May 30 to June 6, 1972. These days are included in the 18 days being considered for membrane waterproofing.

Recommend no additional time be allowed.

(n) *Traffic button installation - extra work (8 days).*

Installation by subcontractor had some effect on other work in progress near completion date of project. Actual time worked, not covered by other delays, was 2 days.

Recommend 2 days be granted on Unit B.

(o) *Extra Work Order 19, construct trash rack (7 days).*

This work, which did delay the project, was done during a period when membrane waterproofing was being applied. Four days were worked on trash racks that were not previously allowed.

Recommend 4 days be granted on Unit B.

(p) *An extension of time should be granted to Unit A due to failure of State to inform contractor of work necessary for acceptance of it. This was a result of some misunderstanding as to exactly what work was to be considered to be included in Unit A.*

The Resident Engineer stopped the day count on August 11, 1971 and then resumed the count when Region required further signing. Unit A was delayed 14 days while the contractor obtained and installed the required signing. Had the contractor been informed earlier that this work would be required prior to acceptance of Unit A, this additional time could have been avoided.

Recommend 14 days be granted on Unit A.

Recommend no time be granted on Unit B.

Other work added by Extra Work Orders and Price Agreements would also be eligible for consideration for extension of time on Unit B; however, time recommended on items listed in contractor's request totals 50 days and only 45 are needed.

We seek your concurrence in an additional 25-day extension without assessment of liquidated damages on Unit A and a 45-day extension on Unit B.

This would assess the contractor $1,500 for the remaining 10 days charged to Unit A and no assessment of liquidated damages for Unit B. (See the two charts attached.)

Very truly yours,

A. E. Johnson
Assistant State Highway Engineer

Attachment

bc George M. Baldwin
Tom Edwards
F. B. Klaboe
Walt Hart
L. W. Rulien
V. L. Gallagher

WBR:dh ja

A.E.J.

FORM S-59 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Region 1 - Milwaukie

DATE: September 15, 1972

To: Mr. W. J. Hart
Bridge Engineer

FROM: A. C. Harwood
Regional
Construction Engineer

SUBJECT: Hubbard Interchange Section
Pacific Highway
Contract No. 7452

Routing
Keasey — Bond B — Walker — Johnsen — Poeze — Glenn — Birchfield — Berg

RECEIVED
SEP 18 1972
CONSTRUCTION SECTION

Enclosed find a request from the contractor on the subject project for an increase in time for completion of work without assessment of liquidated damages. Also find various letters from the contractor supporting this request and several letters from Resident Engineer Mueller containing his recommendations.

The job has two (2) completion dates. Unit A allows 190 days for completion of the work on "C", "N", "FR" and "E" line. Unit B provides 325 days for completion of entire project. A request for time on Unit A was previously considered and 13 days allowed. The contractor presented an additional request for Unit A in December. This request was supplemented by a request for additional time on Unit B. The enclosed request asks for more time on "A" and "B".

Sent copy of time ext. correspondence to John Bond 10-16-72 for his review of grading items.

W. Richards discussed items with John Bond 11-20-72 and FHWA (Bryant) 11-22-72

RECEIVED
OCT 6 1972
BRIDGE DIVISION

Contractor requests additional time:

Delays considered Unit A

		Requested	Recommended RE	Region	Applicable to Unit B
	Letter from contractor dated December 22				
Item 1	Extra aeration of fills No basis for granting this time. Also much of this time concurrent with time allowed for labor dispute	20	20	0	0
Item 2	Added drainage work performed at contract prices. Concur with Resident Engineer	8	8	8	8
Item 3	Price Agreement Work added				
	Price Agreement 1 and 2 Temporary Signs and illumination - Starting of full scale operation was delayed by additional temporary signing requirements. Concur in Muller's recommendation. Work was completed September 25, 1970.	5	3	3	3
	Price Agreement No. 4 Temporary Illumination at Butteville Road connection. Concur with Mueller's recommendation. Performed October 16-20, 1970	2	2	2	2
	Price Agreement No. 5 Select subgrade material. Mueller indicates none of this work in Unit A, but did affect Unit B. Work performed September 14,28-30, 1970	2	0	0	2
	Price Agreement No. 9 Placing slope protection and reshaping slope. Mueller indicates this work did not affect completion of Unit A. I concur, but recommend time be allowed on Unit "B" Work performed: August 3-6, 9, 17 & 27, 1971 September 9, 1971 October 4-6 & 11, 1971 November 2,3, 15 & 30, 1971 and other days	6	0	0	6

		Requested	Recommended RE	Recommended Region	Applicable to Unit B
Item 4	Extra Work				
	Extra Work Order No. 4 Construct sign bridge footing. I concur with Mueller, also detracted from effort on Unit B	2	2	2	2
	Extra Work Order No. 6 Add and revise temporary illumination. Mueller recommends 10 days requested be allowed. Other work did proceed. I therefore recommend only half of the time be allowed. This did effect total job completion so would carryover to Unit B. Review of previous request rejected this delay as basis for granting more time on Unit A. Now appears this item did effect Unit A. Work performed January 6-14 and 20, 1971.	10	10	5	5
	Extra Work Order No. 7 Reinstall 60 inch end section which floated out. Mueller indicates no effect on Unit A, with which I concur. It was a significant quantity of work which required 4 days to complete August 19-23, 1971. I feel it did have effect on ultimate completion of contract.	2	0	0	2
	Extra Work Order No. 8 Refinish slope and revise grade "FR" line. Worked on "FR" line (Unit A) 1 day, July 13, 1971, also on reshaping slopes, Unit B, 5 days, October 5, 12, Nov. 18, 1971 and June 16, 1972. Concur in Muellers recommendation 1 day be allowed Unit A, also recommend that 1 day, plus 4 more for Unit B	2	1	1	5

Requested	59 days — Unit A
Recommended by Resident	46 days
Recommended by Region	21 days
Recommend increase to Unit B from above considerations	35 days

Time requested Unit B, contractors letter of July 19:

		Requested	Recommended RE	Recommended Region
Item 1	Delays carried over from Unit A work	28	28	35
Item 2	Restriction of working hours Contractor and Mueller indicate no restriction placed on working hours by contract. I disagree. Contract requires contractor adequately handle traffic. By trial it was shown contractor could not restrict number of lanes available to traffic and expect to adequately provide for needs of traffic during rush hours.	30	30	0
Item 3	Additional work	18	18	18
	A. Membrane water proofing Price Agreement 12, 15 and Extra Work Order 13 and 20 November 8-23, 1971 January 6 and 7, 1972 May 8-10 and 23-31, 1972 June 1-9, 1972 Installation of paving dam (EWO 20) and water proofing decks did delay paving and completion of the project. Time recommended on some of the days for other reasons, however, the contractor worked on waterproofing the decks more than 18 days so the time requested is reasonable.			
	B. Mudjacking of slabs Willamette River Bridge. While work did require 7 days effect on completion of contract was minor, therefore only 2 days recommended.	7	7	2
	C. Traffic Buttons Installation by sub-contractor had little effect on other work in progress. Recommend 2 of 8 days requested for such effects on other work.	8	8	2
	D. Construct trash rack Extra Work Order No. 19 Work performed May 4-15, 1972. The 7 days requested and recommended is somewhat excessive considering part of this work was concurrent with deck sealing work for which time was recommended.	7	7	4
				61
		5	5	
		103	103	

	Requested	Recommended RE	Region
E. Borrow excavation Extra Work Order No. 8. Considered with carryover from Unit "A"	5	5	-

Other work added by Extra Work Orders and Price Agreements would be eligible for consideration. The other items would include lighting of 400 feet of barricade Price Agreement No. 13, salvaging and re-installing guide posts Price Agreement No. 14, chain link fence at Rest Area, Price Agreement No. 10, move sign bridge Extra Work Order No. 14, install sign on bridge Extra Work Order No. 15, relocate sign and revise illumination Extra Work Order No. 16 and 17, however, time recommended on items listed in contractors request totals 61 days and only 45 are needed.

Acceptance of Region recommendation would reduce day assessed liquidated damages as follows:

Unit A from 35 to 14

Unit B from 45 to 0

Liquidated damages would be reduced from $18,750 to $2,100

ACH/bd
enc
cc: Warren Mueller

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Woodburn, Oregon 97071

Date: July 20, 1972

SUBJECT:

To: L.W. Rulien
Region Engineer

From: Warren E. Mueller
Resident Engineer

Subject: Hubbard Interchange Section
Contract No. 7452

The following is an analysis of Peter Kiewit's request for a contract time extension. The preliminary facts are as follows:

Date Bids Opened:	August 13, 1970	
Date of Award:	August 18, 1970	
Date Work Began:	August 24, 1970	
Date Workday Count Started:	September 17, 1970	
Specified Calendar Days:	Unit A	190
	Unit B	325
Calendar Days Charged:	Unit A	238
	Unit B	370
Excess Calendar Days:	Unit A	48
	Unit B	45
Time Extens ion Granted by Commission 11/24/71	Unit A	13
	Unit B	0
Liquidated Damages Charged:	Unit A	35 days @ $150/day = $5,250.00
	Unit B	45 days @ $300/day = $13,500.00

This project was setup with two completion dates. Work on the "C", "N", "FR" & "E" lines, referred to as Unit A, was to be completed and ready for traffic before the lapse of 190 calendar days. The contractor has previously submitted a request for a contract time extension on Unit A and was granted an extension of 13 days based on the facts submitted. He also submitted an additional request on December 22, 1971 to complete Unit A.

REGION 1 ☐ RE ☐ RME ☐ RCE ☐ OE
JUL 21 1972
☐ TE ☐ UE ☐ DES ☐ SEC

The enclosed request will combine both unit requests. For Unit A see my letter of march 20, 1972, in which I recommended the allowance of 46 days on items of work which the contractor claims delayed the contract. He only needs 35 days to complete Unit A without penalty.

Unit B (See contractor's letter attached)

(1) Completion of this unit is directly related to Unit A. Delays in the first unit could be reflected in the time taken to complete the following unit. Although one could expect the contractor to claim the entire time of overrun on Unit A, he has only asked for 28 days. See items 1 & 2 of my letter of March 20, 1972. These days, if allowed on Unit A, should be allowed on Unit B.

Allowed 28 Days

(2) The Special provisions do not make any reference to hours of work or the restricting of traffic. The contractor was restricted to an 8:00AM to 3:00PM shift and many letters amd memos to this effect are on file. On the basis of a 25% reduction in work time the request for 30 days is justifiable and should be allowed.

allowed 30 Days

(3) Extra Work and Price Agreements

(a) Membrane treatment request 18 days

The linseed oil treatment to the "E","J" & "K" structures did increase the time on the contract and this,combined with the coal tar membrane, did take 18 days and should be allowed.

Allowed 18 Days

(b) Mud jack approach slabs ends of Willamette River (Wilsonville) Bridge request 7 days

This work did take 7 days.

Allowed 7 Days

(c) Installation of traffic buttons request 8 days

This work took the contractor 8 days to complete due to rain during the time the work was being performed. With actual work time of 4 days. The contractor should be allowed the full time including the delay time.

Allowed 8 Days

(d) Construct Trash Rack

A trash rack was installed at the inlet end of the 36" pipe under the Ln & Ls fills due to the observance of a 9 - 12 ft. head of water over this pipe duting one heavy rain. Contractor should be allowed this time.

Allowed 7 Days

(e) Extra Work Order #8 Refinish Cut Slopes
The contractor required extra material to complete the project after cut slopes had been finished. This material was obtained from various slopes which then required refinishing.
Allowed 5 days

(f) The contractor has not made requests for all of the Price Agreements and Extra Work Orders issued on this project. There were 17 Price Agreements and 20 Extra Work Orders. He also has a claim pending for extra equipment required to haul fill material into the median area when he was stopped from making a right angle crossing of the south bound lanes. Also see Mr. A.C. Harwood's memo to the file of April 21, 1971.

It would appear that on the basis of just the delay due to the restriction of traffic that we would be justified to grant the time extension of both Unit "A" & "B" as requested by the contractor.

I therefore recommend that the contractor be granted 35 days on Unit A and 45 days on Unit B.

WEH/eac
encl.
cc: file

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Lake Oswego, Oregon 97034
March 20, 1972

SUBJECT: Hubbard Interchange Section
Contract No. 7452

To: L.W. Rulien
Regional Engineer
Region I

Enclosed is a request from the contractor on this project for an increase in time without assessment of liquidated damages. The basis for their request is extra work performed which caused delay to the contract.

The job was set up with two completion dates. Work on the "C", "N", "FR" and "E" lines, referred to as unit A, was to be completed in 190 calendar days. On November 24, 1971 the Highway Commision granted an extension of thirteen days on unit A. This request applies only to unit A.

The following is a list of the items claimed in the comtractor's request and our recommendations:

Contractors' Item No. 1. Our records indicate that the "C", "N" and "E" line fills were placed in reasonably close conformance to our specifications and proper temporary drainage was installed and maintained during the winter of 1970 - 1971. In spite of these precautions, during the winter the fill areas became so saturated that a considerable amount of aeration work was required in the spring before surfacing could be applied. The contractor claims this delayed him twenty days. I would allow this time.

Contractors' Item No. 2. It was necessary to install about 1,400 feet of drain pipe, 150 feet of 12 inch culvert pipe and 100 feet of 18 inch culvert pipe that was not called for on the plans. This work was done at bid prices. The contractor has requested eight days for this work. I would allow this time.

Contractors' Item No. 3. Price Agreements:

Price Agreements 1 and 2. Additional temporary sighing and lighting. The contractor has requested five days for this work. This work was done by subcontractors. I would allow three days.

Price Agreement No. 4. Install temporary illumination at Butteville Rd. This work delayed the opening of the temporary interchagge. The work took approximately two days and was done by a sub-contractor. The contractor has requested two extra days for this work. I recommend allowing the two days.

(cont)

al/R

REGION 1 ☐ RE ☐ RME ☐ RCE ☐ OE
MAR 22 1972
☐ TE ☐ UE ☐ DES ☐ SEC

Price Agreement No. 5. Furnish and place selected subgrade material. The contractor has requested two days for this work. There was none of this work done on unit A. Therefore I would not recommend that we allow this time on unit A. However, if requested, it could be allowed on unit B.

Price Agreement No. 9. 6" quarry rock for slope protection. The contractor has requested six days for this work. This work had no bearing on the completion of unit A. I would not recommend that we allow any time for this work on unit A.

I would allow the contractor a total of five days on Item No. 3.

Contractors' Item No. 4. Extra Work Orders.

Extra Work Order No. 4. Construct footing for sign bridge "Ls" 558. This work was done by the contractors drainage crew and could have affected the completion date on unit A. It took two days to do this work. The contractor has requested two days for this work. I recommend allowing the two days.

Extra Work Order No. 6. Install temporaryillumination
The comtractor has requested ten days for this work. This work was done by a subcontractor. I would allow the ten days.

Extra Work Order No. 7. Reinstall 60" pipe end section.
The contractor has requested two days for this work. This work has no bearing on the completion of unit A. I would not allow any time extension for this.

Extra Work Order No. 8. Refinish on slope layback.
This work had a direct bearing on the completion of unit A. The contractor has requested one day. I would allow one day for this work.

I would allow the contractor a total of thirteen days on Item #4.

In summary, the contractor has requested a total of fifty-four days in time extension for the items mentioned. Having reviewed these items, I have recommended forty-six days be granted as a time extension for work done on unit A of this contract.

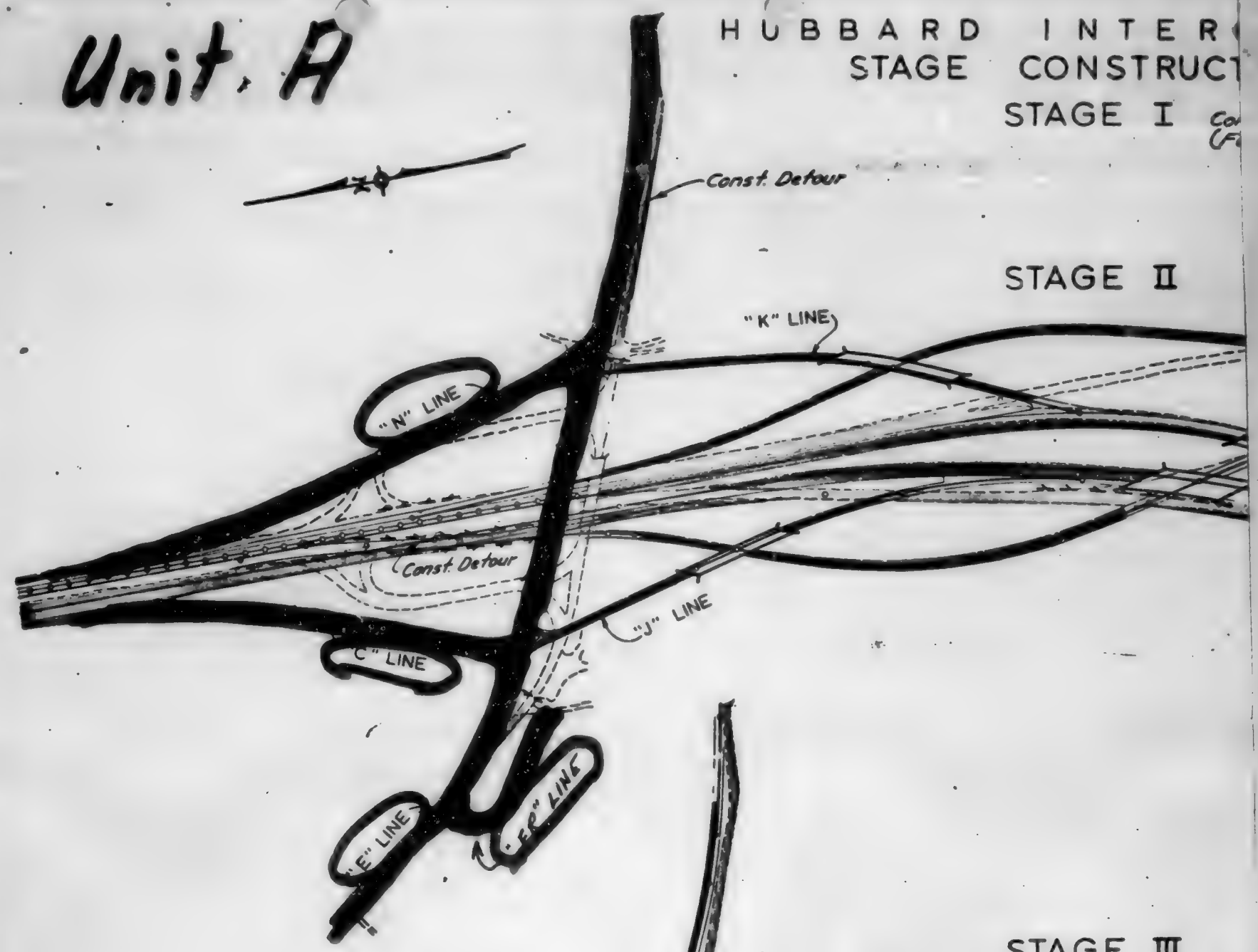
Warren E. Mueller
Resident Engineer

encl.
cc: file

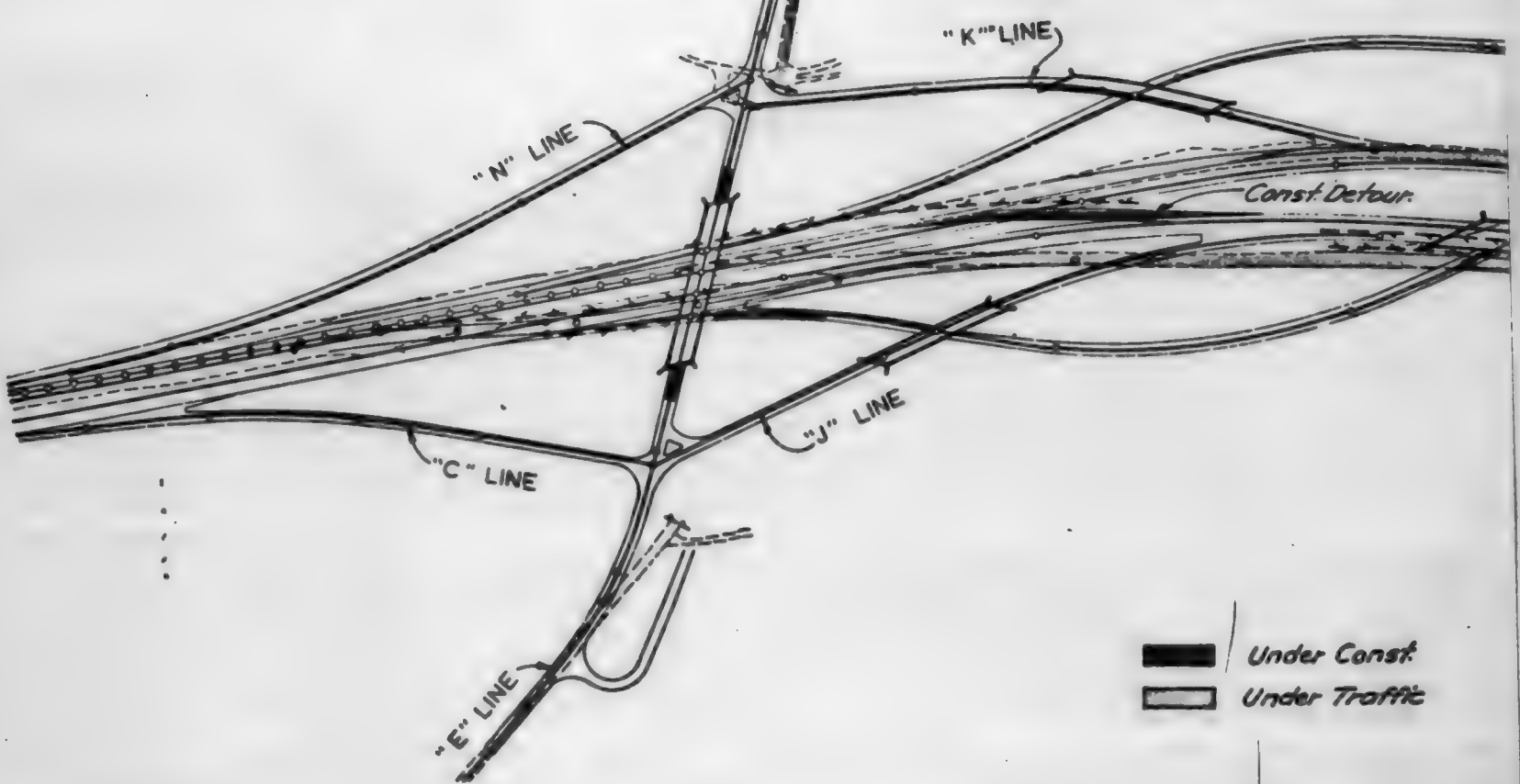
Unit. A

HUBBARD INTER
STAGE CONSTRUCT

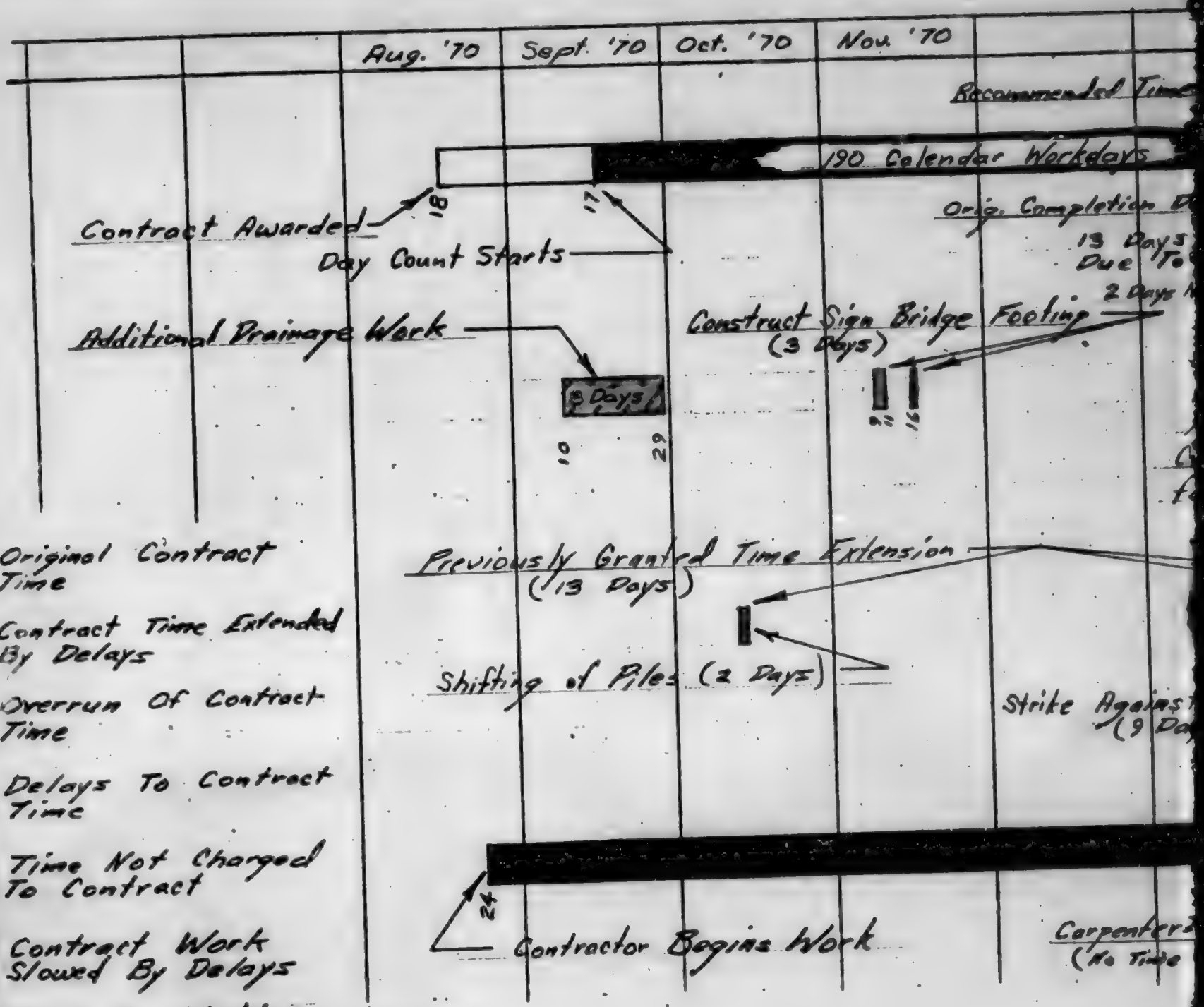
STAGE I Co

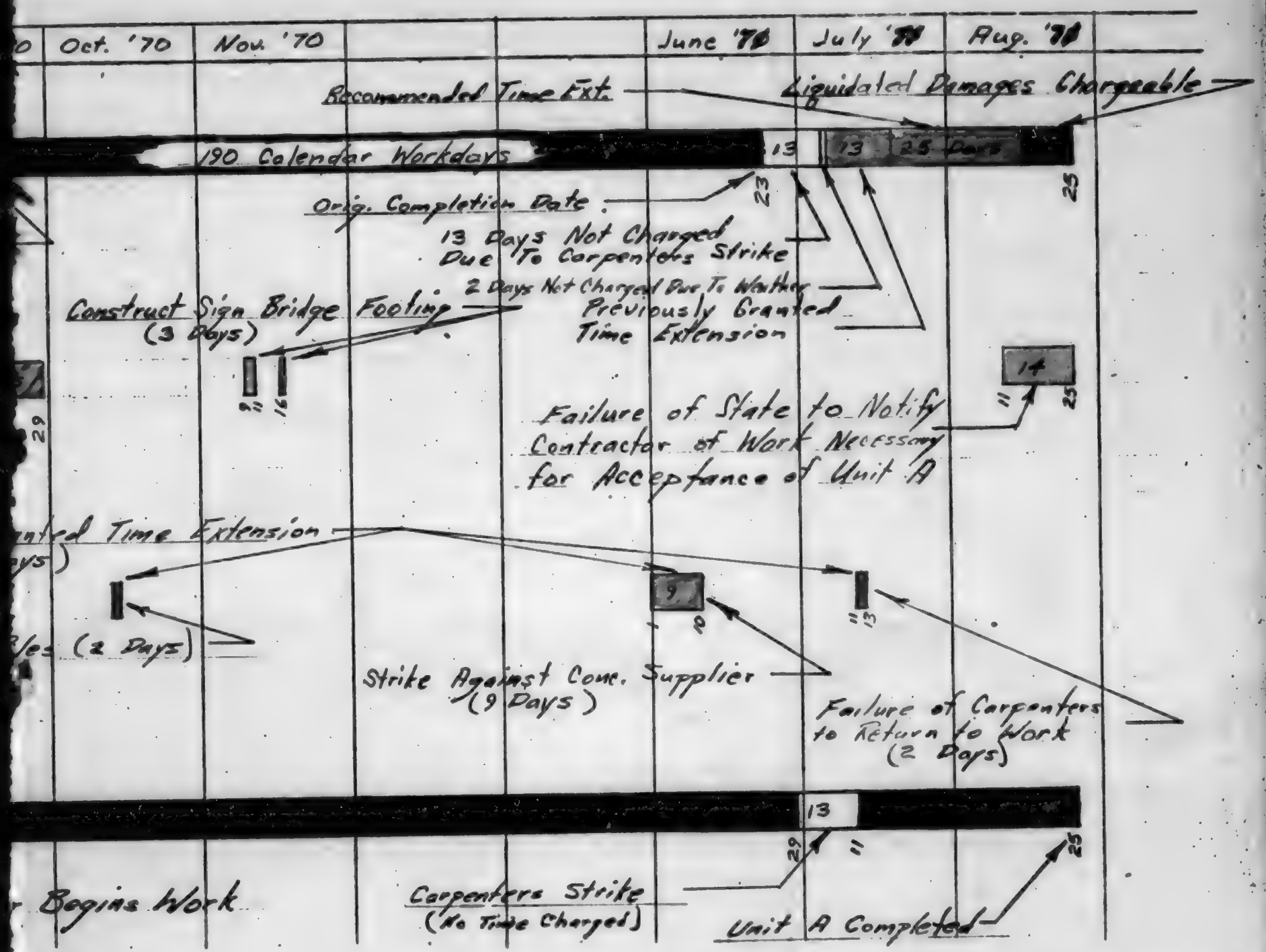


STAGE II



STAGE III

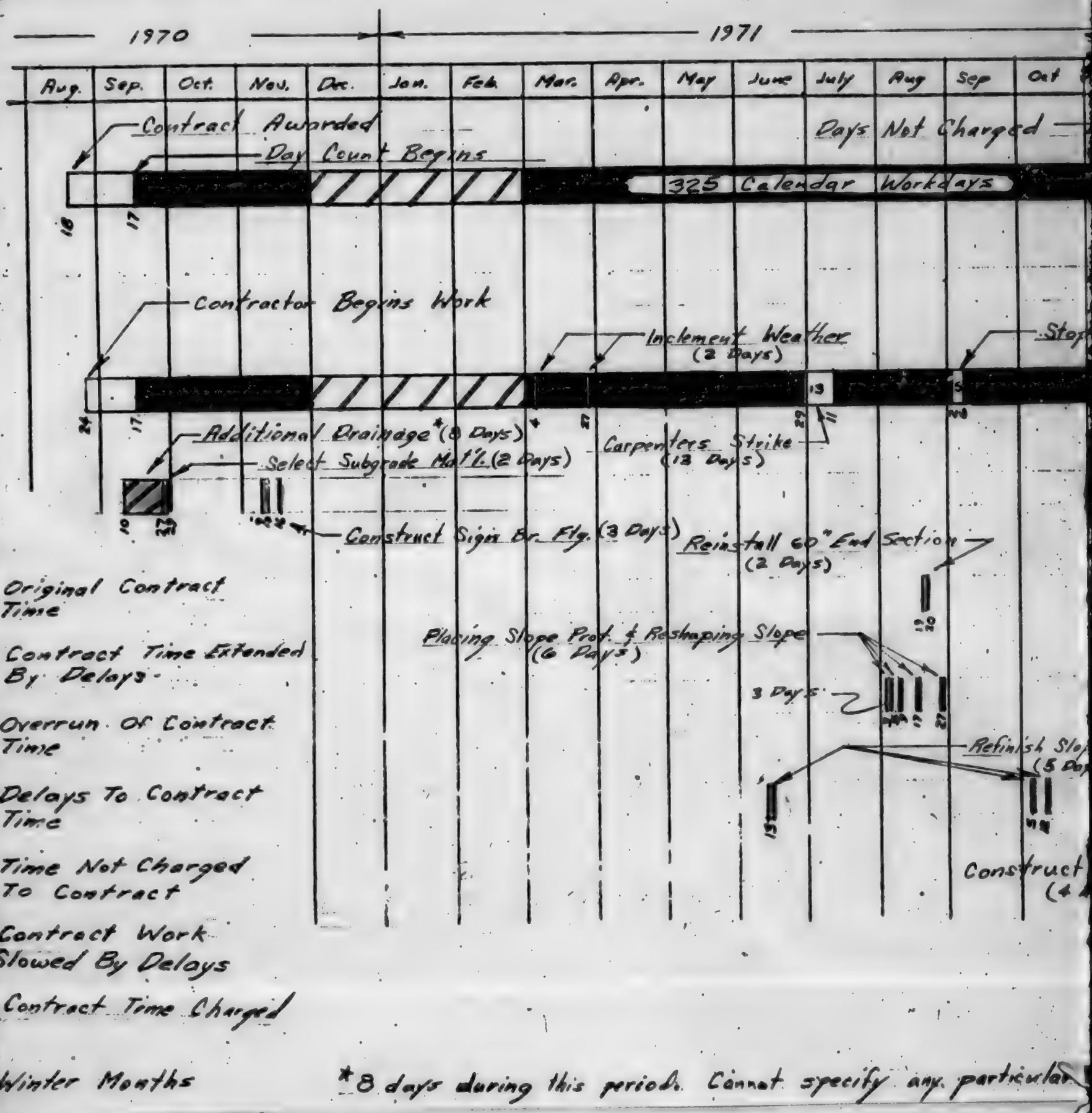

Aug. '70
Sept. '70
Oct. '70
Nov. '70
Recommended Time
190 Calendar Workdays
Orig. Completion D
Contract Awarded
18
Day Count Starts
17
13 Days
Due To
2 Days
Additional Drainage Work
Construct Sign Bridge Footing
(3 Days)
9 Days
10
29
11
16
Previously Granted Time Extension
(13 Days)
Shifting of Piles (2 Days)
Strike Against
(9 Da
24
Contractor Begins Work
Carpenters
(No Time
Original Contract Time
Contract Time Extended By Delays
Overrun Of Contract Time
Delays To Contract Time
Time Not Charged To Contract
Contract Work Slowed By Delays
Contractor Working



Hubbard Interchgange Section

Unit A

Contract No. 7452


1970
1971
Aug.
Sep.
Oct.
Nov.
Dec.
Jan.
Feb.
Mar.
Apr.
May
June
July
Aug
Sep
Oct
Contract Awarded
Day Count Begins
Days Not Charged
325 Calendar Workdays
Contractor Begins Work
Inclement Weather
(2 Days)
Additional Drainage* (8 Days)
Select Subgrade Mat'l. (2 Days)
Carpenters Strike
(13 Days)
Construct Sign Br. Flg. (3 Days)
Reinstall 60" End Section
(2 Days)
Placing Slope Prot. & Reshaping Slope
(6 Days)
3 Days
Refinish Slope
(5 Days)
Construct
Original Contract Time
Contract Time Extended By Delays
Overrun Of Contract Time
Delays To Contract Time
Time Not Charged To Contract
Contract Work Slowed By Delays
Contract Time Charged
Winter Months
*8 days during this period. Cannot specify any particular

1971 — 1972

Apr. | May | June | July | Aug | Sep | Oct | Nov | Dec | Jan | Feb | Mar | Apr | May | June

Days Not Charged

325 Calendar Workdays — 25 — 70 Days — 45 Days

Recommended Time Extension

Inclement Weather (2 Days)

Stop Work Orders (78 Days)

69 Days

Carpenters Strike (13 Days)

Operators Strike (2 Days)

Fly. (3 Days)

Reinstall 60" End Section (2 Days)

Membrane Water Proofing (18 Days)

11 Days

3 days

2 Days each

Prof. & Reshaping Slope (6 Days)

3 Days

Install Traffic Buttons (2 Days)

Refinish Slope & Revise "FR" Grade Line (5 Days)

Construct Trash Rack (4 Days.)

this period. Cannot specify any particular days.

Hubbard Interchange Section
Unit B
Contract No. 7452

RECEIVED
NOV 7 - 1972

STATE COPY

FOR FILING

FORM PR-33A (REV. 3-68) cc: OSHD (A E Johnson) 10-17-72 est
Region Wash DC
Area Engr Bryant
7452

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

INITIAL INSPECTION REPORT

(Check appropriate box) X Contact ☐ Project Stage * ☐ Statewide Inspection-In-Depth

Region No.	Report No.	County	Division
10	1	Clackamas	Oregon

Date of Inspection	Inspection Made By	Project No.
10/19/72	P. E. O'Neil, Asst Area Engineer	I-5-5(53)283

In Company With
M. Payne, Resident Engineer, OSHD.

COPY SENT

Location
Hubbard Interchange on I-5, Willamette River south 1.3 miles.

NOV 06 1972

Contractor Name and Address
Evergreen Landscaping Inc., Seattle, Washington

REGIONAL O... E

NOTED
A.E. JOHNSON

Award Date	Contract Amount	Time Allowed	Time Started	Work Started
2/8/72	$68,272.00	12/31/72	2/28/72	9/2/72

Quality of Work	Progress of Work	Time Elapsed	Work Completed
Satisfactory	Satisfactory	75 %	5

Roadbed (Width) *(Feet 0. to 0. of shoulders)*

TYPE	TYPE CODE NO.	NET LENGTH (Miles)	BASE-SURFACING THICKNESS EDGE (Inches)	BASE-SURFACING THICKNESS CENTER (Inches)	BASE-SURFACING WIDTH (Feet)
Landscaping	Y003	0.0	NA	NA	NA

STRUCTURES OVER 20-FOOT SPAN

TYPE	TYPE CODE NO.	NET LENGTH (Miles)
NA		

RECEIVED
STATE HWY ENGR
NOV 7 '72
REFER TO
FOR
Info | Sale | Eng | Des | Str | Est | Utl

REMARKS: *(Report details of statewide inspection-in-depth on form PR-33D)

To Corvallis 11-8-72

HUBBARD INTERCHANGE SECTION
PACIFIC HIGHWAY
Roadside Improvement

This project provides for the furnishing and placing of topsoil; furnishing and planting of trees, shrubs and vines; and incidental work common to this type of project.

The contractor has just started his work. He has placed his topsoil and part of the bark mulch in his planting beds. He still has some areas to till. The plants that he has on hand in his storage area appear to be very healthy plants.

The contractor does not have his required posters posted on the project site; however, he did tell the resident that he was moving in a little job shack this weekend and would have the posters installed in the shack. He has submitted his PR 1391s.

11-7-72 Johnson

REPLACES PR-33A(1) REV. 5-64, WHICH WILL NOT BE USED.

RECEIVED
SEP 29 1972
FOR FILING
7452

September 29, 1972

The Asmus Concrete & Survey Co.
Bond Department
1301 S.W. 12th
Portland, Oregon 97205

Gentlemen:

On September 21, 1972, we wrote to you concerning release of final payment on Contract No. 7452 awarded to Fisher Electric Const' Company for work on the Hubbard Interchange Section of the Pacific Highway in Clackamas County.

Final payment on this contract is $5,000 and the total contract amount is $3,336,350.86 including $41,678.82 for work performed under force account.

Very truly yours,

C. W. Read, Secretary
OREGON STATE HIGHWAY COMMISSION

dr

cc Fisher Electric Const' Co.
215 South "F" Street
Vancouver, Washington 98663

bc C. T. Kenney
Walt Hart
V. H. Young
Attn: W. L. Hanner
L. W. Hallen

RECEIVED
SEP 29 1972
FOR FILING
7452

September 29, 1972

The Astoria Concrete & Dressit Co.
Road Department
1501 S.W. 12th
Portland, Oregon 97205

Gentlemen:

On September 22, 1972, we wrote to you concerning release of final payment on Contract No. 7452 awarded to Peter Kiewit Sons' Company for work on the Hubbard Interchange Section of the Pacific Highway in Clackamas County.

Final payment on this contract is $8,000 and the total contract amount is $3,336,350.86 including $41,678.82 for work performed under force account.

Very truly yours,

C. W. Read, Secretary
OREGON STATE HIGHWAY COMMISSION

dr

cc Peter Kiewit Sons' Co.
215 South "F" Street
Vancouver, Washington 98663

bc C. T. Mowery
Walt Hurt
V. E. Skoog
Attn: W. L. Hammer
L. W. Halfen

RECEIVED

STATE COPY COPY 5

OREGON STATE HIGHWAY DIVISION

7452

HIGHWAY BUILDING • SALEM, OREGON • 97310

TO G. L. Green, Acting Division Engineer
XXXXXXXXXXXXXXXXXXXXXXXXXXXX
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

DATE July 17, 1972

Federal-aid Project No. I-5-5(47)283

FROM George M. Baldwin
Administrator of Highways
by ORIGINAL SIGNED BY
L. H. Young R. D. ASBURRY
Programing Engineer

NOTED
A. E. JOHNSON

SUBJECT **Request: Contract Work Completed**

Contract 7452 **Work Completed** June 23, 1972

Project Hubbard Interchange

Highway Pacific

County Clackamas

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date 6-30-72

Conditions not acceptable: None.

RECEIVED
AUG 2 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

VG:kds

cc: Tom Edwards
L. H. Young

al

for G. L. Walch

G. L. Green
Acting Division Engineer

RECEIVED
JUL 28 1972
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FOR FILING

Claim 4.98

FILED
JUL 18 1972
CLAY MYERS
SECRETARY OF STATE

OREGON STATE HIGHWAY DIVISION

7452

HIGHWAY BUILDING • SALEM, OREGON • 97310

July 17, 1972

NOTED ON CARD 7-19-72

Schetky Equipment Corporation
Manufacturers and Distributors
P. O. Box 13365
Portland, Oregon 97213

Attention: John L. Schetky, Jr.

Gentlemen:

This is to acknowledge receipt of your Supplemental Notice of Claim letter stating that Klineline Sand & Gravel Company, Inc., owes you $8,485.98 for additional material.

This appears to be in connection with the Peter Kiewit Sons' Company Contract No. 7452 for work on the Hubbard Interchange Section of the Pacific Highway in Clackamas County.

The Aetna Casualty and Surety Company, 1201 S. W. 12th Avenue, Portland, Oregon 97205, furnished the performance bond on this contract. We will advise them of this Supplemental Notice of Claim, and we will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

Very truly yours,

ORIGINAL SIGNED
FLOYD QUERY

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cc Peter Kiewit Sons' Company
215 South "V" Street
Vancouver, Washington 98663

NOTED
C. W. HEAD

The Aetna Casualty and Surety Co.

bc Hon. Clay Myers - Please acknowledge receipt of this claim on the enclosed copy of this letter.

RECEIVED
JUL 19 1972
OREGON
STATE HIGHWAY COMMISSION

SCHETKY
EQUIPMENT CORPORATION
MANUFACTURERS and DISTRIBUTORS
P. O. Box 13365, Portland, Oregon 97213 | N. E. Columbia Blvd. at 76th Ave. | (503) 287-4161

CONSTRUCTION MACHINERY | TRAILERS
BUSES | TRUCK EQUIPMENT

July 11, 1972

The Honorable Clay Myers
Secretary of State
State Capitol
Salem, Oregon 97310

The Honorable Floyd Query
Secretary and Ex Officio
Clerk and Auditor
Oregon State Highway Commission
Oregon Highway Division
The Department of Transportation
State Highway Building
Salem, Oregon 97310

Subject: Supplemental Notice of Claim
to the Oregon State Highway
Commission
Oregon Highway Division
The Department of Transportation

Gentlemen:

Notice is hereby given that in addition to the claim filed May 19, 1972, by Schetky Equipment Corporation in the amount of $18,184.60 for equipment and materials furnished to Klineline Sand & Gravel Co., Inc., for work on the Hubbard Interchange of the Pacific Highway in Clackamas County, State Highway Contract No. 7452, Schetky Equipment Corporation has a further claim through May 1, 1972, in the amount of $8,485.98 for additional material, to wit, repair parts, furnished Klineline Sand & Gravel Co., Inc., against the bond taken from Peter Kiewit Sons' Co., principal, and The Aetna Casualty & Surety Company, surety, for the work on the Hubbard Interchange

cc

Received
7-14-72 10:30 A.M
NOTED
FLOYD QUERY
NOTED
C. W. HEAD

of the Pacific Highway in Clackamas County, State Highway Contract No. 7452.

Very truly yours,

SCHETKY EQUIPMENT CORPORATION

By _____
John L. Schetky, Jr.
President

cc: Peter Kewit Sons' Co.
215 South "V" Street
Vancouver, Washington 98663

The Aetna Casualty & Surety Company
Bond Department
1201 S. W. 12th Avenue
Portland, Oregon 97205

Klineline Sand & Gravel Co., Inc.
Post Office Box 128
Oregon City, Oregon 97045

General Insurance Company of America
1500 S. W. First Avenue
Portland, Oregon 97201
Attention: Mr. Thomas E. Wernette

Miller, Anderson, Nash, Yerke & Wiener
Attorneys at Law
900 S. W. Fifth Avenue
Portland, Oregon 97204
Attention: Mr. Dean D. DeChaine

RECEIVED
JUL 17 1972

STATE COPY

FORM PR-33B (REV. 3-68) sent to OSED (A. E. Johnson)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

Region
Wash DC

CONSTRUCTION INSPECTION REPORT

(PPM 20-6.1)

(Check appropriate box) ☐ Contact ☐ Project Stage Inspection ☒ Final Inspection

Region No.	Report No.	County	Division
10	15	Clackamas	Oregon

Date of Inspection	Inspection Made By	Project No.
6-30-72	W. M. Bryant, Area Engr	I-5-5(47)283

In Company With
Allen Harwood, Asst Reg Engr, OSED; and Bud Broderick, OSED

Quality of Work*	Progress of Work	Time Elapsed	Work Completed
Satisfactory	Satisfactory	neg below %	100 %

Report to Include: (1) Scope of Inspection (2) Summary of Findings, Recommendations, and Action Taken

COPY SENT

*(*Not applicable for all Contracts.)*

JUL 14 1972

6 Cmte Bridge 4 W Cy
7-14-72

HUBBARD INTERCHANGE SECTION
PACIFIC HIGHWAY
REGIONAL OFFICE
Grading, Paving, Structures, and Illumination

All contract work was completed in reasonably close conformance with approved plans and specifications on June 23, 1972, at a final estimated cost of $3,393,000, approximately 3½% below the bid amount of $3,595,599. The final cost of engineering is estimated at $385,000 as compared to the authorized amount of $295,000.

The contract provided two "contract times." Under Unit (a), the "C" line, "F" line, "FR" line, and "E" line were to be completed and ready for traffic before the elapse of 190 calendar days. A total of 225 days were used to complete this part of the work. Under Unit (b), a total of 325 calendar days were allowed for completion of all work while a total of 371 days were used. The contractor has submitted a request for a 45-day time extension which is currently under consideration.

Project records indicate that the contractor fulfilled the EEO requirements of the contract in a satisfactory manner.

All materials incorporated into the project were tested and found to be in reasonably close conformance with contract specifications. A Price Agreement is being processed to allow a one percent moisture content in the AC mix. Approval of the change is recommended.

NOTED
A. E. JOHNSON

RECEIVED
JUL 14 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

REPLACES PR 33A 3-65, WHICH WILL NOT BE USED.

FORM E-1 (REV 12-66)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Hubbard Interchange Section		WEEK ENDING: June 24, 1972
		SECTION PREFIX: 603-1010
HIGHWAY: Pacific		COUNTY: Clackamas
NAME OF JOB: Hubbard Interchange Section	KIND OF WORK: Grading, Paving, Structures, Signing and Illumination	
CONTRACTOR: Peter Kiewit Sons' Co.	CONTRACT NUMBER: 7452	FEDERAL AID PROJECT NUMBER: I-5-5(47)283
DATE OF CONTRACT: August 18, 1970	DATE WORK STARTED: August 24, 1970	ESTIMATED COMPLETION DATE: (a) 8/23/71, (b) 11/5/71
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 15 SUPERVISION 4	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 190, 325	CALENDAR DAYS USED 225, 371
PROJECT AUTHORIZATION: $4,137,073.87	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 118, 114
EXCLUSIVE OF ENGINEERING: $3,842,881.95	ENGINEERING AUTHORIZATION: $294,191.92	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 97%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $3,842,881.95	ENGINEERING COST TO DATE: 364,000.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 89%
ESTIMATED PERCENT OVERRUN / UNDERRUN: 12 %	PERCENT OF AUTHORIZATION: 124 %	DATE PROJECT WAS COMPLETED: Unit 1, Aug. 25, 1971

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	CTB	Emb. Found.
99	100	99	98-0	1"-0	Quar. Figures	CTB 100	100

	GRADING	1"-0 SURFACING	MAINTENANCE MATERIALS	CTB	PAVING
MILES IN PROJECT	1.14	1.14		1.14	1.14
MILES PARTIALLY COMPLETED	1.10	1.10		"	"
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	533,800	29,000		77,500	56,400
TOTAL QUANTITIES CORRECTED TO DATE	509,000	21,000		55,136	55,117
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	508,700	20,240		55,136	55,117
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK: 1 auger truck, 1 roller, 1 layton spreader, seeding and mulching equip. 1 flatbed truck, 3 dump trucks

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	7624A	7624B	7794A	7794B	9870	Ret. Wall	Signing	Illum.
PERCENT	99	99	99	99	99	100	99	100

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 18	Fair	1		
MONDAY 19	Fair	1		
TUESDAY 20	Fair	1		
WEDNESDAY 21	Overcast	1		
THURSDAY 22	Fair	1		
FRIDAY 23	Partly Cloudy	1		
SATURDAY 17	Fair	1		

Routing
Kessey, Bond, Walker, Johnson, Posse, Glenn, Litchfield, Berg

RECEIVED
JUN 26 1972
CONSTRUCTION SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 18	No Activity
MONDAY 19	Grading: Klewit working on general cleanup. Washington Tree Service mulching at bridge ends. Stillwell installing guard rail posts on Ln 6 K lines.
TUESDAY 20	Grading: Klewit working on general cleanup. Parker Northwest patching pavement at Willamette River structures on L.O.-O. #13. Washington Tree Service finished placing mulch. Stillwell installing rail on Ln AK lines. Paint-A-Line installing buttons on Is line.
WEDNESDAY 21	Grading: Klewit working on final cleanup. Stillwell installing guardrail and hooking up to bridges. Paint-A-Line finished installing traffic markers.
THURSDAY 22	Grading: ~~Klewit working on general cleanup, Stillwell installing guardrail and signing, Paint-A-Line finishing striping and traffic markers~~ & Parker Northwest patching south end of Willamette River structures.
FRIDAY 23	Grading: Stillwell installing guardrail and dug footing for dead-end sign.
SATURDAY 17	Grading: Klewit working on general cleanup. Stillwell installing guardrail posts on Ln line. Washington Service applying mulch to Ln & Is lines

REMARKS

Grading Status: Work remains to be done on general cleanup, guardrail, and signing. The project should be complete in about one week.

Structure Status: Structures complete except for repair of slope paving.

SIGNED _____ LOCATION Lake Oswego

Orig. Bridge, cc: Bridge, Const., BPR, Region, file

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

RECEIVED
JUN 10 1972
FOR FILING

Claim #681

FILED
JUN 14 1972
CLAY MYERS
SECRETARY OF STATE

OREGON STATE HIGHWAY DIVISION

7452

HIGHWAY BUILDING • SALEM, OREGON • 97310

June 13, 1972

Wood, Wood, Tatum, Mosser & Brooke
Law Offices
15th Floor Standard Plaza
Portland, Oregon 97204

Attention: John G. Holden

NOTED ON CARD
6-15-72

Gentlemen:

We have received your letter of June 12 and attached Notice of Claim on behalf of Cascade Construction Company, Inc., for materials in the amount of $1,456.76.

This appears to be in connection with the Peter Kiewit Sons' Company Contract No. 7452 for work on the Hubbard Interchange Section of the Pacific Highway in Clackamas County.

As stated in your letter, the Aetna Casualty and Surety Company, 1201 S. W. 12th, Portland, furnished the performance bond on this contract. We will notify them of this claim and we will also forward it to the Secretary of State. This filing will protect your claim under the bond.

Please let us know when this claim has been paid.

Very truly yours,

ORIGINAL SIGNED
BY [illegible]

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cc Peter Kiewit Sons' Co.
The Aetna Casualty and Surety Co.
Commission

Hon. Clay Myers - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

NOTED
C. W. HEAD

NOTICE OF CLAIM

To: State of Oregon, acting by and through the Oregon State Highway Commission:

Notice hereby is given that the undersigned, Cascade Construction Co., Inc., has a claim for materials supplied by Cascade Construction Co., Inc., consisting of asphaltic concrete, 291.351 tons B mix at $5.00 per ton, in the sum of $1,456.76, against the bond taken from Peter Kiewit Sons' Co. (Principal) and Aetna Casualty and Surety Co. (Surety) for the work of highway construction, Interstate Highway 5 south of the Hubbard interchange in Clackamas County, Oregon, Tax Lot 900-1000, Section 35, T3S, R1W.

CASCADE CONSTRUCTION CO., INC.

By _____
JOHN G. HOLDEN
Attorney in Fact

RECEIVED
JUN 13 1972
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAY 17 - 1972
FOR FILING

Claim # 4677

FILED
MAY 25 1972
CLAY MYERS
SECRETARY OF STATE

OREGON STATE HIGHWAY DIVISION

7452

HIGHWAY BUILDING • SALEM, OREGON • 97310

May 23, 1972

NOTED ON CARD
5-31-72 RL

Schetky Equipment Corporation
P. O. Box 13365
Portland, Oregon 97213

Attention: John L. Schetky, Jr.
President

Gentlemen:

This is to acknowledge receipt of your letter of May 19, 1972, addressed to the Secretary of State stating that Klineline Sand and Gravel Company, Inc., owes you $18,184.60 for equipment and materials.

This appears to be in connection with the Peter Kiewit Sons' Company Contract No. 7452 for work on the Hubbard Interchange Section of the Pacific Highway in Clackamas County.

The Aetna Casualty and Surety Company, 1201 S.W. 12th Street, Portland, Oregon 97205 furnished the performance bond on this contract. We will advise them of the receipt of your claim and we will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

cc Peter Kiewit Sons' Co.
215 South "V" Street
Vancouver, Washington 98663

The Aetna Casualty and Surety Company
1201 S. W. 12th Street
Portland, Oregon 97205

Commission
Hon. Clay Myers -
Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

SCHETKY
EQUIPMENT CORPORATION
MANUFACTURERS and DISTRIBUTORS
P.O. Box 13388, Portland, Oregon 97213 | N. E. Columbia Blvd. at 70th Ave. | 289/287-4141

CONSTRUCTION MACHINERY | TRAILERS
BUSES | TRUCK EQUIPMENT

May 19, 1972

The Honorable Clay Myers
Secretary of State
State Capitol
Salem, Oregon 97310

Subject: Notice of Claim to the Oregon State Highway Commission
Oregon Highway Division
The Department of Transportation

Gentlemen:

Notice hereby is given that as of March 31, 1972, the undersigned, Schetky Equipment Corporation, has a claim of $18,184.60, for the use and rental of an 8,000 lb. Madsen Asphalt Plant, S/N 609, Tunnel Feed System, Dustex Bag Collection System, S/N 1389 and other related equipment and materials which it furnished Klineline Sand & Gravel Co., Inc. against the bond taken from Peter Kiewit Sons' Co., principal and the Aetna Casualty & Surety Company, surety, for the work on the Hubbard Interchange of the Pacific Highway in Clackamas County, State Highway Contract No. 7452.

You are further notified that Klineline Sand & Gravel Co. Inc. is still using this material for work on the aforesaid job and the amount of the claim may be increased.

Very truly yours,

SCHETKY EQUIPMENT CORPORATION

John L. Schetky, Jr.
President

br
Certified Mail Return Receipt Requested

NOTED
FLOYD QUERY
5-22-72

ccs: The Hon. Floyd Query
Secretary and Ex Officio Clerk & Auditor
Oregon State Highway Division
The Division of Transportation
State Highway Building
Salem, Oregon 97310

Peter Kiewit Sons' Co.
215 South "V" St.
Vancouver, Wash. 98663

The Aetna Casualty & Surety Co.
Bond Department
1201 S. W. 12th Ave.
Portland, Oregon 97205

Miller, Anderson, Nash, Yerke & Wiener
Att: Mr. Dean D. DeChaine
900 S. W. 5th
Portland, Oregon 97204

NOTED
C. W. HEAD

RECEIVED
MAY 22 1972
FOR FILING

7452

May 19, 1972

Roy Bradshaw
335 14th Court
Eastside, Oregon 97420

Dear Mr. Bradshaw:

This is to acknowledge receipt of your letter of May 15, 1972, concerning your claim in the amount of $1,901.85 which was filed with the Secretary of State on October 28, 1971.

Our records indicate that this is in connection with the Peter Kiewit Sons' Company Contract No. 7452 for work on the Hubbard Interchange Section of the Pacific Highway in Clackamas County.

You stated that your lawyer through Bruce Hanson's lawyer settled your claim for $1,500. This information will be noted in our records and we will advise the surety and principal contractor of the receipt of your letter.

Very truly yours,

Floyd Quary, Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:kl

cc The Aetna Casualty & Surety Co.
Bond Department
1201 S. W. 12th Avenue
Portland, Oregon 97205

Peter Kiewit Sons' Co.
215 South "V" Street
Vancouver, Washington 98663

Commission

335 14th Court
Eastside, Oregon 97420
May 15, 1972

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Sirs:

This is to advise you on our claims from last October, your letter dated Oct. 27, 1971.

Our Lawyer got a settement on the Peter Kiewit job thru Bruce Hanson's lawyer. We settled for $1500.00, while we had $1901.05 coming.

The Gordon Ball job of $107.50 and the R. A. Heintz job of $48.00, we didn't get paid for. Bruce Hanson had already gotten paid for them, but didn't pay us.

Would you please advise us on how to prevent something like this in the future.

Thank you
Roy Bredskar

Roy Bredskar

NOTED
FLOYD OUERY

RECEIVED
MAY 16 1972
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

RECEIVED
MAY 20 1972
FOR FILING
OREGON STATE
HIGHWAY DIVISION

Claim 4667

FILED
MAY 16 1972
CLAY MYERS
SECRETARY OF STATE

RECEIVED
May 16 9 59 AM '72
CLAY MYERS
SECRETARY OF STATE

7452

HIGHWAY BUILDING • SALEM, OREGON • 97310

May 15, 1972

McMenamin, Jones, Joseph & Lang
Attorneys at Law
Morgan Park Building
Portland, Oregon 97205

NOTED ON CARD
5-19-72 KL

Attention: Thomas E. Wolf

Gentlemen:

This is to acknowledge receipt of your letter of May 12 addressed to the Secretary of State with attached Notice of Claim (with invoice) stating that Argonaut Insurance Company has a claim for premiums due for Workmen's Compensation Policy covering the employees of Klineline Sand & Gravel Company in an amount not to exceed $39,981.35, with interest at the rate of six percent per annum from July 1, 1971.

This appears to be in reference to the Peter Kiewit Sons' Company Contract No. 7452 for work on the Hubbard Interchange Section of the Pacific Highway in Clackamas County.

The Aetna Casualty and Surety Company furnished the performance bond on this contract. We will advise them of the receipt of this claim and we will also forward it to the Secretary of State for filing.

Please advise this office when this claim has been paid.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION
ORIGINAL SIGNED
By C. W. HEAD
C. W. Head, Assistant Secretary

CWH:dr

cc The Aetna Casualty and Surety Company
Bond Department
1201 S. W. 12th
Portland, Oregon 97205

NOTED
C. W. HEAD

Peter Kiewit Sons' Company
215 South "V" Street
Vancouver, Washington 98663

RECEIVED
MAY 17 1972
OREGON
STATE HIGHWAY COMMISSION

bc Commission
Secretary of State - Please acknowledge receipt of the enclosed copy of this letter. ✓

NOTICE OF CLAIM

TO: STATE OF OREGON, BY AND THROUGH ITS STATE HIGHWAY COMMISSION

Notice is hereby given that Argonaut Insurance Company has a claim for premiums due for Workmen's Compensation Policy No. WC 80-276-803504 covering the employees of Klineline Sand & Gravel Co. in Oregon, in a sum not to exceed $39,981.35, together with interest at the rate of six percent (6%) per annum from July 1, 1971; a copy of the invoice covering said sum is attached and incorporated by reference. The aforementioned insurance coverage was furnished at the special instance and request of Klinaline Sand & Gravel Co. as required by the provisions of ORS Chapter 656.

Argonaut Insurance Company makes this claim against the Performance Bond dated August 18, 1970, with Peter Kiewit Sons' Co., a Nebraska corporation, as Principal, and the Aetna Casualty & Surety Company, a Connecticut corporation, as Surety, for the work on the Hubbard Interchange, Contract No. 7452.

DATED this 11 day of May, 1972.

ARGONAUT INSURANCE COMPANY

By: /s/ Donald M. Murphy
Division Manager

RECEIVED
MAY 1 1 1972
OREGON
STATE HIGHWAY COMMISSION

STATE OF OREGON)
ss.
County of Multnomah)

On the 11 day of May, 1972, personally appeared Donald Murphy, who being duly sworn did say that he is the

Division Manager of Argonaut Insurance Company, and he acknowledged said instrument to be its voluntary act and deed.

BEFORE ME:

Notary Public for Oregon
My commission expires: 5-20-22

☒ ARGONAUT INSURANCE COMPANY
☐ ARGONAUT-MIDWEST INSURANCE COMPANY
☐ ARGONAUT-NORTHWEST INSURANCE COMPANY
☐ ARGONAUT-SOUTHWEST INSURANCE COMPANY

COMPENSATION INVOICE

ISSUING OFFICE: PORTLAND, OREGON

DATE: April 11, 1972

INSURED: KLINELINE SAND AND GRAVEL CO.
P.O. Box 128
Oregon City, Oregon

POLICY NUMBER: WC 80-276-803504

THIS INVOICE COVERS
☒ INTERIM REPORT ☐ PREMIUM ADJUST. ☐ COMMISSION ADJUST. ☐ DEPOSIT PREMIUM

PRODUCER: J B L & K CORPORATION
800 MOrgan Building
Portland, Oregon

PROD. CODE: N002

FOR PERIOD: 07 MO. 01 DAY 71 YEAR TO 03 MO. 31 DAY 72 YEAR

CLASS CODE	CLASSIFICATIONS	PAYROLL (OR OTHER BASIS)	RATES	PREMIUM
	OREGON			
4000	Sand or gravel digging	525,854.00	9.03	47,484.62
7335F	Dredging NOC	21,650.00	11.33	2,452.95
8810	Clerical office employees NOC	117,851.00	.27	318.20
0994	Rate reduction (.991)			49,803.46
0063	Prem. Discount - 4,000.00 @ 9.4% - 376.00 94,803.46 @ 14.7% - 6586.11			(6,962.11)

ADVANCE PREMIUM
DEPOSIT PREMIUM $ 2,860.00
INTERIM BILLINGS $ -0-
TOTAL $ 2,860.00

TOTAL PREMIUM $ 42,841.35
ADVANCE PREMIUM $ 2,860.00
ADDITIONAL PREMIUM $ 39,981.35
RETURN PREMIUM $

RECEIVED
MAY 12 1972
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
FOR FILING
7452

May 5, 1972

TO: Mr. R. E. Simpson, Division Engineer
Federal Highway Administration

FROM: 542
A. E. Johnson
Assistant State Highway Engineer

SUBJECT: Washington Office Bridge Review
of Oregon Projects

Your April 26 letter requested a meeting with our Bridge Section as a follow-up to the May, 1971 bridge design review by the Federal Highway Administration bridge personnel from Washington, D. C.

Our Bridge Section is now re-evaluating the comments from the May, 1971 review and have tentatively set May 22 at 1:30 p.m. as the date and time for a review conference.

If these arrangements are agreeable to Mr. Schell, please have him advise our Bridge Section.

bc George M. Baldwin
Tom Edwards
F. B. Klaboe
Walt Hart

WJH:dh ja

RECEIVED
MAY 8 - 1972
FOR FILING

Form FHWA-121 (12-67)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

7452

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon
ATTN: A. E. Johnson

DATE: April 26, 1972

In reply refer to: 10-35.6/407.1

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Washington Office Bridge Review of Oregon Projects

In May and June of 1971 our Washington office bridge section reviewed in-depth several sets of bridge plans. The projects involved were:

7515	Campbell Street	I-80N-7(34)301
7804	Richardson Interchange	I-80N-7(34)301
7624A	Boons Ferry	I-5-5(47)283
	McAlister Lane	I-80N-6(44)363
7738	Borland Road	I-205-7(12)290
7738A	Prosperity Park	I-205-7(12)290
9740		

7539
7452
7366
7151

In July, 1973 Messrs. Harper and Gibeily from our Washington office bridge section came to Oregon to discuss the review and look over some bridge construction. Several items were discussed with your bridge section and the meeting was felt mutually beneficial to all those attending.

After approximately one year we are required to make an itemized summary of action taken on all items contained in the review. This summary should indicate those items adopted, those being considered and those found unacceptable as well as the reasons for their rejection.

A copy of that part of the review concerning the State Highway Bridge Division is attached for your review. Within the next month Mr. Schell would like to confer with your bridge people to answer the items in this review.

Enclosure

RECEIVED
APR 28 1972
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
5-3-72
ROUTED TO
AL

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 917-344

Oregon Bridge Review

May 1971

I - Preliminary Review - A preliminary (pre-TS&L) review of the type of structure and spans arrangement is essential for the selection of the most suitable and economical structure for a designated crossing. An important function of the preliminary stage is that an effort can be made at diversification in the basic structural concepts, incorporation of desirable aesthetical features, span arrangement and special features designed to meet today's highly emphasized safety criteria, all prior to the State's committment for a particular design. A visit to the proposed project location as part of an overall plan-in-hand review by the Division Bridge Engineer, in company with the State and Consultant representatives, will provide an excellent opportunity for a valuable exchange of ideas, and discussing the most appropriate type of structure. This visit would encompass several bridges being part of one or more projects in the same general area.

Based on the projects reviewed, which included those recommended for review by the Oregon Division Office, it is apparent the State endeavors to provide most of the safety features recommended by AASHO; these include sufficient lateral clearances for recovery of out-of-control vehicles. This review also reflected a conscientious selection of bridge types and geometrics to enhance the current aesthetics features expected of modern bridges for which both the State and the Division Office deserve to be commended.

Since most of the bridges reviewed consist of a continuous superstructure, we have concluded that the design concept utilizing cantilevered end spans has not as yet been considered by the State. This concept has been used many years for bridges in Utah and by the FHWA Western Bridge Design office and may be useful for use by Oregon. It is contingent upon proportioning the end spans at 1/5 of the intermediate spans and providing an approach slab but no support at the end of the cantilever. Recent discussion with FHWA bridge engineers in Regions 7 and 9 indicated that these structures are performing satisfactorily under the prevailing traffic conditions.

The following examples will illustrate the highly advantageous use of alternates including cantilevered end span design for certain locations in lieu of the designed schemes:

1 - Project I-80N-7(34)301

A. Bridge No. 9515 - These structures consist of a one span simple concrete box girder design of 152' and two approach concrete box girders spans of 29'. Of necessity, this arrangement required four long wingwalls which considerably increased the conrete quantity and deck joints at Bents 2 and 3.

For this situation a contilevered end span design of 30'-150'-30' would be ideally suited because it eliminates the wingwalls and the deck joints; its economical advantages, both initial and future, greatly outweighs those of the present design.

B. Bridge No. 9804 - The plan calls for a two span continuous fabricated plate girder design of 140'-140' and two 21-ft approach spans of simple concrete slab design. In this case, it would have been more economical to use a cantilevered end span design of either steel or concrete with spans of 27'-134'-134'-27'.. This will obviate the long wingwalls and eliminate the deck joints and their detrimental effect to the bents. In addition using positive 4:1 roadway slopes under the bridge to intersect the 2:1 end slopes will reduce the overall bridge length and would allow for the use of a two span continuous plate girder design for spans of approximately 150'-150', supported on monolithic stub abutments and one row of piling.

2 - Project I-5-5(47)283)

Bridge No. 7624A - This bridge consists of a two span continuous concrete box girder design of 141'-133' and has reinforced concrete end spans of 26'. In this case also, a cantilevered end span design of 32'-132'-124'-32' utilizing the same superstructure material and configuration could be feasible and will afford the advantages stated above.

II - Substructure

Foundation exploration is a very important feature in bridge design without which it is difficult to rationalize the type of footing or determine an accurate founding elevation. We note the absence of borings in some projects such as Project I-80N-6(44)363, where the soil pressure under the piers equals 3.8T/sq ft. We would hesitate to determine the size of the spread footings for this project without accurate foundation investigation. On a few projects where borings were taken, we noted the lack of important information such as the size of spoon and number of blows per foot of penetration, etc., which affords an indication of the soil capacity under the substructure units.

2 - In all cases, concrete slope protection is provided under the bridge. In areas where rock is readily available, we recommend using crushed stone (up to 4") on the end slopes as more economical and aesthetically compatible with the surroundings. This recommendation is particularily applicable to locations inaccessible to pedestrians.

3 - The substructure units are generally heavy. We believe that both concrete and piling units could be reduced if substructure units were efficiently designed. For example, Project I-5-5(47)283, Bridge No. 7624A, Bent 3 footing is 7'-3" thick. This thickness appears excessive

and could be considerably reduced. Also, the bent footings of Project I-205-7(12)290, Bridges No. 9738 and 1938A are supported on twenty 14" prestressed concrete piles. The piles appear rather numerous since they were to be driven to develop 50 ton capacity. The footing of Bent 3, Bridge No. 9740 of the same project could be founded at a considerably higher elevation, particularly as a piling foundation.

III - Superstructure

In general, the superstructure designs are aesthetically pleasing and of such a variety as to interest the traveling public in the different aspect of modern bridges. We have noted the absence of designs utilizing rolled beams, which in most States compare favorably with fabricated plate girders from a standpoint of economy as well as ease in fabrication and erection. We offer the following comments resulting from our review:

1 - We note the webs and bottom flange of cast-in-place box girders are poured monolithically. We would be interested to know if this procedure has developed any construction difficulty.

2 - Some simple prestressed concrete beam spans are designed as continuous for live load. We highly favor this approach particularly since it eliminates deck joints. We do recommend however, the framing at the piers be designed to afford more rigidity and positive connection by means of a single full depth reinforced concrete diaphragm uniting both spans.

3 - The superstructure design of Bridge No. 7624A, Project I-5-5(47)283 allows for a 50 psf future wearing surface. This allowance far exceeds normal design requirements and we question its need.

4 - The standard curb and railings, while not objectionable, afford less safety to out-of-control vehicles than the General Motor type parapet which we would strongly recommend.

IV - General

1 - We question the advisability of using different strength concrete for the same unit. For example the bents of Project I-5-5(47)283 use 4000 psi concrete in the footing and 4500 psi in the shaft. Similarly the superstructure of the same project uses 3300 psi concrete for the box girder, 4000 psi for the deck and 3300 psi for the curbs.

2 - To facilitate plan review, we suggest noting all lateral clearances under the bridge.

RECEIVED
MAY 1 - 1972

FOR FILING

OREGON STATE HIGHWAY DIVISION

7452

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE April 28, 1972

TO R. E. Simpson, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Federal-aid Project
No. I-5-5(47)283

FROM George M. Baldwin
Administrator of Highways
by ORIGINAL SIGNED BY
R. D. ASBURRY
L. H. Young
Programing Engineer

SUBJECT **Request; Change Order Approval**

Contract 7452, Extra Work Order No. 20

Project Hubbard Interchange

Highway Pacific

County Clackamas

This Order covers the cost to revise the armored corner on Bridge 77943 to a paving dam. Due to confusion in the interpretation of the plans the paving dam was fabricated as a armored corner by the contractor's material supplier.

A deck waterproofing overlay scheduled to be placed on this structure has been delayed until next spring which makes the paving dam necessary to eliminate the bump at the lip of the joint.

This work was tentatively recommended for approval by the Federal Highway Administration Bridge Engineer, February 8, 1972.

Your approval as of February 8, 1972 is requested.

BHW:bb
Attachments

RECEIVED
APR 24 1972

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE April 24, 1972

7452

TO Mr. A. C. Harwood
Region Construction Engineer
MILWAUKIE

FROM ORIGINAL SIGNED
R.W. ELLISON
R. W. Ellison
Bridge Administration Engineer

SUBJECT Hubbard Interchange Section
Contract 7452
Membrane Waterproofing

In order to decrease installation time required for waterproofing membrane on the bridge deck of the "S.B. Overcrossing of W-H Line", Bridge 7794B, approval has been obtained to install Koppers Company's waterproofing membrane in lieu of the coal tar-glass fiber system previously considered for this deck. Please initiate a new price agreement for this work, deleting that portion of work on PA 12 remaining uncompleted, and establishing a price for the new system.

This installation may be made under the Koppers Company's specifications, a copy of which is enclosed, modified as necessary to not conflict with the standard specifications for this project. Please inform the contractor that a manufacturer's representative will be required to be present at the site during installation to approve the installation.

A copy of a partially completed half slip indicating Federal Highway Administration approval is attached.

JD:dh
Attachment

cc A. E. Johnson
R. N. Bothman
H. A. Schell /w/ attachment

NOTED
A. E. JOHNSON

RECEIVED
APR 25 1972
OFFICE OF
STATE HIGHWAY ENGINEER

7452

STATE COPY

G-10

Form E-288 (Rev. 11-70)

OREGON STATE HIGHWAY DIVISION

RECEIVED
MAY 11 1972
OFFICE OF
STATE HIGHWAY ENGINEER

APPROVED EFFECTIVE DATE 4-28-72
Contingent upon modification of P/S agreement if additional funds are required

Dist. Engineer

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS 5-9-72

FEDERAL HIGHWAY ADMINISTRATION

Project Name Hubbard Interchange Section Date April 13 19 72

Highway Pacific Contract No. 7452

County Clackamas Prefix 603-1010

Contractor Peter Kiewit Sons' Co. F. A. Project No. I-5-5(47)283

Address P.O. Box 1777, Vancouver, Wn. 98663 Order No. 19

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Construct one concrete trash rack on 36inch culvert as per attached plans.

1. Maximum rental rates to be in accordance with current A.G.C. agreement.
2. Percentage allowed the contractor to be in agreement with the executed contract for this project.

NOTED
A. E. JOHNSON
5-12-72

Location by station numbers: Right of "H" 619

Estimate of quantities and cost:

Materials and Equipment	$1,500.00
Labor	3,500.00
Total	$5,000.00

NOTED
TOM EDWARDS

Explanation: (Explain here the conditions which cause this work to be classed as "extra work") No inlet protection was provided for this culvert on the plans.

RECEIVED
APR 28 1972
OFFICE OF
STATE HIGHWAY ENGINEER

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After final approval of the order, the Salem office will send one copy to the contractor, one to the Regional Engineer and one to the Resident Engineer.

Project authorization	$4,137,083.87
Present estimate of project cost, including $5,000.00 for work under this order	$4,137,073.87
Expected under-run / over-run amount	$ none
Expected under-run / over-run per cent	none

Space to right of this line is for use of Salem Office

Submitted by: Warren E. Mueller Resident Engineer
by Harold E. Broderick Asst. Res. Engr.

Approval Recommended: Construction Engineer or Bridge Engineer

Approved: [illegible]

Approval Recommended: [illegible] Engineer

Approved

7452 D

Form S-500 (Rev. 11-70)

G-18

OREGON STATE HIGHWAY DIVISION

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Hubbard Interchange ~~Section~~ Date March 28, 19 72

Highway Pacific ~~I-5~~ Contract No. 7452

County Clackamas Prefix 603-1010

Contractor Peter Kiewit Sons' Co. F. A. Project No. I-5-5(47)283

Address P.O.Box 1777, Vancouver, Wn. 98663 Order No. 18

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Pressure grout under PCC impact panels at ends of Willamette River Structure, match new pavement grade and improve verticle alignment.

Location by station numbers:

571+60 to 583+78

Estimate of quantities and cost:

Equipment	$3,500.00
Labor	5,000.00
Material	3,500.00
Total including allowance	$12,000.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

This work is to correct pavement settlement of impact panel and match new surfacing.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After final approval of the order, the Salem office will send one copy to the contractor, one to the Regional Engineer and one to the Resident Engineer.

Project authorization	$4,137,073.87
Present estimate of project cost, including $12,000.00 for work under this order	$4,137.07
Expected under-run / over-run amount	$
Expected under-run / over-run per cent	

Space to right of this line is for use of Salem Office

Submitted by: Resident Engineer

Approval Recommended: Regional Engineer

Approval Recommended: Construction Engineer or Bridge Engineer

Approved: Asst. State Hwy. Engr.

Approved: Construction Engineer

7452

STATE FILE COPY

G-11

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

1-20-72

...ion modifies the ... of pro-
...cement if additional funds are

E. Holeck
Dist. Engineer

DATE 3-24-72

Project Name Bullard Interchange - Station ..... Date ... 19...

Highway ... . Contract No. 7452

County Clark Prefix 603-1010

Contractor Lewis River Sons' Co. F. A. Project No. I-5-5(47)283

Address P.O. Box 1777, Vancouver, Wn. 98663 Order No. 17

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Move Rest Area sign at station "LS" 633+38.

to Comptr 3-27-72

NOTED
A. E. JOHNSON

RECEIVED
MAR 27 1972
OFFICE OF
STATE HIGHWAY ENGINEER

Location by station numbers: "LS" 633+38

Estimate of quantities and cost:

Labor	$450.00
Equipment	250.00
Materials	250.00
Total	$950.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work") This existing sign needs to be moved as it is too close to the edge of the pavemant and the footings have been filled over.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$4,137,073.87
Present estimate of project cost, including $950.00 for work under this order	$4,137,073.87
Expected under-run / over-run amount	$ none
Expected under-run / over-run per cent	none

Space to right of this line is for use of Salem Office

Submitted by: ..... Resident Engineer

Approval Recommended: .....

Approval Recommended: ..... Division Engineer

Approved: ..... Assistant State Highway Engineer

RECEIVED
FEB 14 1972
FORM S-30 (REV. 10-69)
FOR FILING

I-5-5(47)283
1452

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

February 3, 1972
Salem, Oregon

NOTED
A. E. JOHNSON

SUBJECT:

To:
Mr. Allen E. Harwood
Regional Construction Engineer
Region 1
Milwaukie

Hubbard Interch. Section
Pacific Hwy.
Contract 7452
Bridge No. 7794B
Paving Dams

Your letter of January 27, 1972, presents evidence for additional payment to the contractor for conversion of armored corners into paving dams on the subject project.

A typical section of end beam as shown on Drawing 26526 indicates an AC overlay and paving dam and refers to Drawing 22970 for "armored corner" details. Drawing 22970 details labeled "armored corner" and details labeled "paving dam". Since the written word on Drawing 26526 refers to "armored corner" details, the reason for selecting this detail is obvious. Detail A on Drawing 26530 is a plan view of the armored corner which indicates that the vertical leg extends beneath the deck only and not above the deck as would be required by the paving dam. Our checkers apparently read the plans to mean that an armored corner was required.

Due to the circumstances and confusion involved, we will entertain a price agreement for the actual costs incurred in converting the armored corners to paving dams. Price justification will be required. It appears at this time that the Federal Highway Administration will not participate in this additional cost.

R. W. Ellison
R. W. Ellison
Bridge Administration Engineer

RWE/ag

cc: A. E. Johnson
W.J. Hart
L. L. Wallace
A. A. Rear
J. H. Wood
R. J. Wright

RECEIVED
FEB 4 1972
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 14 1972
FOR FILING

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

February 3, 1972
Salem, Oregon

NOTED
A. E. JOHNSON

I-5-5(47)283
7452

SUBJECT:

To:
Mr. Allen E. Harwood
Regional Construction Engineer
Region 1
Milwaukie

Hubbard Interch. Section
Pacific Hwy.
Contract 7452
Bridge No. 7794B
Paving Dams

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Due to the circumstances and confusion involved, we will entertain a price agreement for the actual costs incurred in converting the armored corners to paving dams. Price justification will be required. It appears at this time that the Federal Highway Administration will not participate in this additional cost.

R. W. Ellison
R. W. Ellison
Bridge Administration Engineer

RWE/ag

cc: A. E. Johnson
W.J. Hart
L. L. Wallace
A. A. Rear
J. H. Wood
R. J. Wright

RECEIVED
FEB 4 1972
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 27 1972
FOR FILING

I-5-5(47)283
7452

January 26, 1972

NOTED ON CARD
1-26-72 KL

Flemal, Todd & Flemal
Attorneys at Law
P. O. Box 547
North Bend, Oregon 97459

Gentlemen:

This is in reply to your letter of January 18, 1972, informing us that Peter Kiewit Sons' Company owes your client, Ray Bredeker, for hauling materials in the amount of $1,502.78.

From the description given, this appears to be in connection with the Peter Kiewit Sons' Company Contract No. 7452 for work on the Hubbard Interchange Section of the Pacific Highway in Clackamas County.

The Aetna Casualty and Surety Company, Bond Department, 1201 S. W. 12th Avenue, Portland, Oregon 97205, furnished the performance bond on this contract.

The Secretary of State's Office has informed us that this claim was fi'ed in their office on January 20, 1972, and assigned his File No. 4642.

Please let us know when your client's claim has been paid.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:kl

cc The Aetna Casualty & Surety Company
Peter Kiewit Sons' Company
Commission

FLAXEL, TODD & FLAXEL
ATTORNEYS AT LAW
880 CALIFORNIA STREET
POST OFFICE BOX 547
NORTH BEND, OREGON 97459

BEN C. FLAXEL
ROGER B. TODD
BENTON FLAXEL

ROBERT L. STEVENSON

TELEPHONE
756-4187

January 18, 1972

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Attention: Floyd Query, Secretary

Re: Contract No. 7452 with Peter Kiewit Sons' Company on the Hubbard Interchange Section of the Pacific Highway in Clackamas County

Dear Mr. Query:

Supplementing Mrs. Bredskar's letter of October 12th regarding the above-captioned matter, we do hereby give notice that the undersigned, Roy Bredskar, has a claim for hauling materials in connection with the above-referred to contract, which services were rendered in July and August of 1971 for subcontractors on the above-mentioned job. The total materials hauled amounted to 1,829,050 tons @ $1.00 a ton for a total amount of $1,829.05, plus three hours of hauling sand @ $24.00 per hour for a total of $72.00, with a grand total amount of $1,901.05, less the sum of $250.00 previously paid and fuel for trucks supplied by subcontractor ($70.74 + $77.53) totaling $148.27, leaving a net balance of claim in the amount of $1,502.78 for services rendered in the hauling of materials in connection with this contract; for which sum a claim is hereby made by claimant against Peter Kiewit Sons' Company and its bondsman, The Aetna Casualty and Surety Co.

Yours very truly,

NOTED
FLOYD QUERY

Roy Bredskar
ROY BREDSKAR

cc: Secretary of State
State Capitol Building
Salem, Oregon 97310

RECEIVED
JAN 20 1972
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

cc: Peter Kiewit Sons. Co.
215 South "V" Street
Vancouver, Washington 98663

The Aetna Casualty and Surety Co.
1201 S.W. 12th
Portland, Oregon 97205

Allen L. Fallgren
McKee & Fallgren
Attorneys at Law
7313 N. Leavitt
Portland, Oregon 97203

RECEIVED
JAN 20 1972
OREGON
STATE HIGHWAY COMMISSION

RECEIVED

FOR FILING

Claim 4645

FILED
JAN 2 1972
CLAY MYERS

RECEIVED
JAN 28 10 AM '72
RS
STATE

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

7452

January 26, 1972

1-28-72 RL

O. W. Goakey
Attorney at Law
Suite 214
First National Bank Building
Klamath Falls, Oregon 97601

Dear Mr. Goakey:

This is to acknowledge receipt of a copy of your letter dated January 21, 1972, to Bruce E. Hansen and attached Lien Notice filed by Glenn Cox for labor performed in the amount of $1,398.26.

From the description given in this Lien, this appears to be in connection with the Peter Kiewit Sons' Company Contract No. 7452 for work on the Hubbard Interchange Section of the Pacific Highway in Clackamas County.

The Aetna Casualty and Surety Company, Bond Department, 1201 S. W. 12th Avenue, Portland, Oregon 97205 furnished the performance bond on this contract. We will advise them of the receipt of this Lien Notice, and we will also forward it to the Secretary of State for filing.

Please advise this office when this claim has been paid.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

ORIGINAL SIGNED
By C. W. HEAD
C. W. Head, Assistant Secretary

cc The Aetna Casualty and Surety Company
Peter Kiewit Sons' Company

Hon. Clay Myers - Please acknowledge receipt of attached claim on the enclosed copy of this letter. ✓

NOTED
C. W. HEAD

FORM No. 126—MECHANIC'S LIEN—Labor

SC-1

KNOW ALL MEN BY THESE PRESENTS: The undersigned, hereinafter called the claimant, has performed labor at the special instance and request of BRUCE E. HANSEN, dba Pacific Redwood Trucking who at all times while said labor was being performed was the ☐ original contractor, ☒ subcontractor, ☐ ..... or ☐ other person (indicate which) having charge of the construction of that certain improvement known as Hubbard Interchange Project on Highway I 5 situated upon certain land in the County of Clackamas, State of Oregon, described as follows:

The legal description of which is unknown to claimant; however, it is more fully described as the Hubbard Interchange Project located on Highway I 5 approximately 18 miles South of Portland, Oregon, primarily within Clackamas County, Oregon, on which Peter Kiewit & Sons, Co. is the prime contractor and Kline-Line Sand & Gravel Co. the sub-contractor that employed Bruce E. Hansen, dba Pacific Redwood Trucking, who in turn employed claimant.

Said improvement is also known as ---------- in the City of ....., Oregon. (No. / Street)

Said labor was furnished to be used and was used in constructing said improvement and was furnished to the original contractor, subcontractor or other person named above who was the agent of the owner of said described land and said improvement and the person by whom claimant was employed; at all times herein mentioned, the said owner had knowledge of the construction of said improvement and consented thereto; on the date hereof State of Oregon

.....

is the owner or reputed owner of said land and improvement.

The reasonable value of said labor furnished by claimant for use and used in said construction was and is $ 1393.26 and there is now due and owing claimant for the said labor so performed, after deducting all just credits and offsets, the sum of $ 1393.26.

The following is a true statement of claimant's demand after the deductions mentioned above, to-wit:

Mr. BRUCE HANSEN, dba Pacific Redwood Trucking

In Account with the Undersigned Claimant

			Dr.	Cr.
			$	$
		For true statement of Claimant's Demand, see reverse side		
			$1393.26	
		Costs: Preparation of Lien Notice	5 00	
		Balance Due Claimant:	$1398.26	

Claimant claims a lien for the amount last stated upon the said improvement and upon the land upon which said improvement is situated, together with such space about the same as may be required for the convenient use and occupation thereof, to be determined by the court at the time of the foreclosure of this lien.

The time in which claimant has to file this claim of lien for recording with the county clerk of the county in which said improvement is situated has not expired; forty-five days have not elapsed (indicate which)

☐ after ....., 19....., the date on which said construction was completed.

☐ after ....., 19....., the date on which claimant ceased to labor or furnish labor on said construction.

☐ Job uncompleted as of the date of the filing of this notice of lien

In construing this instrument, the masculine pronoun means and includes the feminine and the neuter and the singular includes the plural, as the circumstances may require.

that certain improvement known as Hubbard Interchange Project on Highway I 5
situated upon certain land in the County of Clackamas, *State of Oregon, described as follows:*

The legal description of which is unknown to claimant; however, it is more fully described as the Hubbard Interchange Project located on Highway I 5 approximately 18 miles South of Portland, Oregon, primarily within Clackamas County, Oregon, on which Peter Kiewit & Sons, Co. is the prime contractor and Kline-Line Sand & Gravel Co. the sub-contractor that employed Bruce E. Hansen, dba Pacific Redwood Trucking, who in turn employed claimant.

Said improvement is also known as ---------- *in the City of* ....., *Oregon.* (No. / Street)

Said labor was furnished to be used and was used in constructing said improvement and was furnished to the original contractor, subcontractor or other person named above who was the agent of the owner of said described land and said improvement and the person by whom claimant was employed; at all times herein mentioned, the said owner had knowledge of the construction of said improvement and consented thereto; on the date hereof State of Oregon

is the owner or reputed owner of said land and improvement.

The reasonable value of said labor furnished by claimant for use and used in said construction was and is $ 1393.26 *and there is now due and owing claimant for the said labor so performed, after deducting all just credits and offsets, the sum of* $ 1393.26.

The following is a true statement of claimant's demand after the deductions mentioned above, to-wit:

Mr. BRUCE HANSEN, dba Pacific Redwood Trucking

In Account with the Undersigned Claimant

		Dr.	Cr.
		$	$
	For true statement of Claimant's Demand, see reverse side		
		$1393.26	
	Costs: Preparation of Lien Notice	5 00	
	Balance Due Claimant:	$1398.26	

Claimant claims a lien for the amount last stated upon the said improvement and upon the land upon which said improvement is situated, together with such space about the same as may be required for the convenient use and occupation thereof, to be determined by the court at the time of the foreclosure of this lien.

The time in which claimant has to file this claim of lien for recording with the county clerk of the county in which said improvement is situated has not expired; forty-five days have not elapsed (indicate which)

☐ *after* ....., *19*....., *the date on which said construction was completed.*

☐ *after* ....., *19*....., *the date on which claimant ceased to labor or furnish labor on said construction.*

☐ Job uncompleted as of the date of the filing of this notice of lien

In construing this instrument, the masculine pronoun means and includes the feminine and the neuter and the singular includes the plural, as the circumstances may require.

Dated this 20th *day of* January, *19* 72

Blaine S. Cox

525 Uerlings Street
Klamath Falls, Oregon 97601
Claimant

and say: That I am the ..... claimant named in and who signed the foregoing instrument; that I have knowledge of the facts therein set forth; that said instrument contains a true statement of claimant's demands and the amount due claimant after deducting all just credits and offsets; that all statements made in said instrument are true and correct.

..... Claimant

Subscribed and sworn to before me this 20th day of January, 19 72.

..... Notary Public for Oregon

(SEAL) My commission expires 6-11-75

STATEMENT OF CLAIMANT'S DEMAND

TERMS: Labor - Hauling dirt at $1 per ton.

6-22	Net Wt.	145,720 lbs @ $1 per ton	$72.86
6-23	Net Wt.	145,240 lbs @ $1 per ton	72.62
6-24	Net Wt.	194,560 lbs @ $1 per ton	97.28
7-21	Net Wt.	281,320 @ $1 per ton	140.66
7-22	Net Wt.	321,100 @ $1 per ton	160.55
7-23	Net Wt.	334,440 @ $1 per ton	167.22
7-26	Net Wt.	190,220 @ $1 per ton	95.11
7-27	Net Wt.	196,160 @ $1 per ton	98.08
7-28	Net Wt.	228,460 @ $1 per ton	114.23
7-29	Net Wt.	373,520 @ $1 per ton	186.76
7-29	1 1d. Sand - 1 hr. @ $24 per hour		24.00
7-30	Net Wt.	327,770 @ $1 per ton	163.89
	Total		$1393.26
	Cost, preparing of lien notice		5.00
			$1398.26

Notice of Mechanic's Lien
Labor
(FORM No. 125)
STEVENS-NESS LAW PUB. CO., PORTLAND, ORE.

STATE OF OREGON, } ss.
County of .....

I certify that the within instrument was received for record on the ..... day of ....., 19....., at ..... o'clock ..... M., and recorded in book ..... on page ..... Record of ..... of said County.

Witness my hand and seal of County affixed.

..... County Clerk.

By ..... Deputy.

AFTER RECORDING RETURN TO

STATE OF OREGON,
County of Klamath } ss.

I, GLENN T. COX, being first duly sworn, depose and say: That I am the claimant named in and who signed the foregoing instrument; that I have knowledge of the facts therein set forth; that said instrument contains a true statement of claimant's demands and the amount due claimant after deducting all just credits and offsets; that all statements made in said instrument are true and correct.

Glenn T. Cox

Subscribed and sworn to before me this 20th day of January, 19 72.

Glenn T. Stevens
Notary Public for Oregon

(SEAL)

My commission expires 6-11-75

Notice of
Mechanic's Lien
Labor
(FORM No. 126)
STEVENS-NESS LAW PUB. CO., PORTLAND, ORE.

STATE OF OREGON,
County of ..... } ss.

I certify that the within instrument was received for record on the ..... day of ....., 19....., at ..... o'clock ... M., and recorded in book ..... on page ..... Record of ..... of said County.

Witness my hand and seal of County affixed.

..... County Clerk.

By ..... Deputy.

AFTER RECORDING RETURN TO

7-30	Net Wt. 327,770 @ $1 per ton		163.89
7-29	1 1d. Sand - 1 hr. @ $24 per hour		24.00
7-29	Net Wt. 373,520 @ $1 per ton		186.76
7-28	Net Wt. 228,460 @ $1 per ton		114.23
7-27	Net Wt. 196,160 @ $1 per ton		98.08
7-26	Net Wt. 190,220 @ $1 per ton		95.11
7-23	Net Wt. 334,440 @ $1 per ton		167.22
7-22	Net Wt. 321,100 @ $1 per ton		160.55
7-21	Net Wt. 281,320 @ $1 per ton		140.66
6-24	Net Wt. 194,560 lbs @ $1 per ton		97.28
6-23	Net Wt. 143,240 lbs @ $1 per ton		

Total $1393.26

Cost, preparing of lien notice 5.00

$1398.26.

Claim 4644

RECEIVED
- 1972

FILED
JAN 27 1972
CLAY MYERS
SECRETARY OF STATE

RECEIVED
JAN 27 11 08 AM '72
SECRETARY OF STATE

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

7452

January 26, 1972

Randolph Slocum
P. O. Box 1423
Roseburg, Oregon 97470

Attention: Bruce Tower

NOTED ON BOARD
1-27-72 kl

Dear Mr. Slocum:

This is in reply to your letter of January 14 advising us that Peter Kiewit Sons' Company owes your client, Dale Blanck, for hauling in the amount of $902.50.

From the description in your letter, this appears to be in reference to the Peter Kiewit Sons' Company Contract No. 7452 for work on the Hubbard Interchange Section of the Pacific Highway in Clackamas County.

The Aetna Casualty and Surety Company, Bond Department, 1201 S. W. 12th Avenue, Portland, Oregon 97205, furnished the performance bond on this contract. We will advise them of the receipt of your letter, and we will also forward it to the Secretary of State for filing.

The Peter Kiewit Sons' Company address is 215 South "V" Street, Vancouver, Washington 98663.

Please let us know when this claim has been paid.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cc The Aetna Casualty & Surety Company
Peter Kiewit Sons' Company

Hon. Clay Myers - Please acknowledge receipt of attached claim on the enclosed copy of this letter. ✓

NOTED
C. W. HEAD

CLAY MYERS
SECRETARY OF STATE

GEORGE H. BELL
JACK F. THOMPSON
ASSISTANTS

STATE OF OREGON
DEPARTMENT OF STATE
SALEM 97310

January 21, 1972

Flaxel, Todd & Flaxel
Attorneys at Law
P. O. Box 547
North Bend, Oregon 97459

Re: ROY BREDSKAR

Gentlemen:

This is to acknowledge receipt of Notice of Claim for filing:

Brought by Roy Bredskar - Principal, Gordon H. Ball, Inc.
Job, Hwy. Contract No. 7389
Amount of Claim, $107.50
Surety, The American Insurance Co.

Principal, Peter Kiewit Sons' Company
Job, Hwy. Contract No. 7452
Amount of Claim, $1,502.78 (net balance)
Surety, The Aetna Casualty and Surety Co.

Principal, R. A. Heintz Construction Co.
Job, Hwy. Contract No. 7554
Amount of Claim, $48.00
Surety, U. S. Fidelity and Guaranty Co.

These claims have been filed as of January 20, 1972 and assigned file numbers 4641, 4642 and 4643.

Very truly yours,

E. M. Madsen, Elections Manager
By

(Mrs.) Darhl L. Couper
Public Records Clerk

cc: Oregon State Highway Division

RECEIVED
JAN 21 1972
OREGON
STATE HIGHWAY COMMISSION
NOTED
C. W. HEAD

RANDOLPH SLOCUM
JAMES H. SPENCE

LAW OFFICES OF
Randolph Slocum
412 S. E. JACKSON
P. O. BOX 1428
ROSEBURG, OREGON 97470

TELEPHONE
AREA CODE 503
673-5565

January 14, 1972

Oregon State Highway Commission
State of Oregon
Salem, Oregon 97310

Re: Dale Blanck

Gentlemen:

The above-named individual has contacted me relative to some hauling that he did for contractors on two interstate highway jobs in the months of June, July and August, 1971.

My client did hauling for Gordon Ball in the construction of Interstate Highway 205 near Oregon City. There remains an amount of $700.00 that has not been paid to Mr. Blanck as a result of his work on that project.

#-1389

Mr. Blanck also did some hauling for Peter Kewit & Sons. This work was done for the construction of Interstate Highway 5 near Wilsonville. Mr. Blanck has not been paid in full for his work there, and $902.50 remains unpaid.

#-1432

I would appreciate it if you would furnish me with the addresses of the above-named contractors so that I might contact them relative to this matter.

This letter will also serve as notice to you of our intention to sue upon the bonds with the respective contractors if these amounts are not paid.

Very truly yours,

Bruce Tower

BRUCE TOWER

BT:cw

NOTED
FLOYD OLIVERY

NOTED
C. H. HEAD

RECEIVED

I-5-5(47)283

7452

Salem, Oregon
January 21, 1972

NOTED
A. E. JOHNSON

MEMO TO THE FILES

RE: Inspection of Signing, Delineation and Traffic Control
Hubbard Interchange Section
Contract No. 7452

At the request of A. E. Johnson, an inspection of signing, delineation and all-around traffic control features was made on January 14, 1972. The writer was accompanied by L. W. Rulien, Regional Engineer, and during the inspection Warren Mueller, Resident Engineer, and his Assistant were contacted and various aspects of the project were discussed.

The entire interchange had been opened to traffic for several days, but there have been some complaints regarding delineation. Findings of this inspection were:

The permanent signing was all in place except for the two Advance Information signs which had just been vandalized (cut down) and replacement signs had not been received at inspection time.

Roadway striping had been done and appeared adequate on mainline and ramps.

High cluster lighting was in place and operating.

Reflectorized buttons had been installed at centerline of mainline I-5.

Temporary wooden sight posts with reflectorized type strips had been installed along the mainline highway. The sight posts had also been placed on the ramps with exception of two areas where some were found missing. It was noted that a few wooden sight posts were loose and leaning and one or two had fallen over. This was attributed to the very wet loose soil condition caused by heavy rain. After discussion, it was determined that the wooden sight posts would be a continuing maintenance problem for the next 3 to 4 months, that they would be required and there would probably be numerous complaints; therefore, permanent sight posts should be installed as per contract. It is quite probable that a number of these posts may have to be removed and replaced when final shoulder work is done, but costs of this would not be excessive.

The FHWA Area Engineer was contacted and agreed to participate in these costs as necessary. The Region has therefore instructed their Resident Engineer to have the permanent sight posts installed on this project as expediently as possible. The installation of these sight posts should improve the delineation and eliminate complaints due to this feature.

RECEIVED
JAN 21 1972
OFFICE OF
STATE HIGHWAY ENGINEER

JHW:fw
cc A. E. Johnson
L. W. Rulien

John H. Walker
Quality Control and Training Engineer

RECEIVED
JAN 1 [illegible]
FOR FILING

I-5-5(47)203
7452

January 12, 1972

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 200
Salem, Oregon 97301

Federal-aid Project
No. I-5-5(47)203

Dear Sir:

Herewith for your consideration and approval are copies of State Force Order No. 12, Contract No. 7452, covering installation of temporary traffic delineation on the Hubbard Interchange Section of the Pacific Highway in Clackamas County.

This project has been closed down for the winter months and traffic delineation is necessary to protect the traffic through the area.

The delineation will consist of reflectorized traffic marker buttons installed on both the North and Southbound lanes.

The contractor is neither properly equipped nor staffed to perform this work. The State has the necessary special equipment and trained personnel to perform the work.

The estimated cost of this work is $3,000.00 with Federal participation in the amount of $2,700.00.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer, January 4, 1972.

Your approval as of January 4, 1972 is requested.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

L. H. Young
Programming Engineer

STATE COPY

Form F 836 (Rev. 11-70)

I 5-5(47)283
7452

OREGON STATE HIGHWAY DIVISION

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED EFFECTIVE DATE 12-23-71
Contingent upon modification of project agreement if additional funds are required
BY Malach
TITLE Dist. Engineer
DATE 1-12-72
FEDERAL HIGHWAY ADMINISTRATION

Project Name Hubbard Interchange Section
Highway Pacific
County Clackamas
Contractor Peter Kiewit Sons' Co.
Address P.O. Box 1777, Vancouver, Wn. 98663

Date December 23, 1971
Contract No. 7452
Prefix 603-1010
F. A. Project No. I-5-5(47)283
Order No. 16

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Revise Illumination service cabinet and electrical service.

ti Comet 1-19-72

NOTED
A. E. JOHNSON

Location by station numbers: "E" 14+50

RECEIVED
JAN 3 1972
OFFICE OF
STATE HIGHWAY ENGINEER

Estimate of quantities and cost:

Material	$300
Labor	200
Equipment	100
Total	$600

REFERRED TO
[illegible]
ASSISTANT STATE HIGHWAY ENGINEER

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")
PGE could not furnish three phase power as designed.

RECEIVED
JAN 4 1972
BRIDGE DIVISION

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After final approval of the order, the Salem office will send one copy to the contractor, one to the Regional Engineer and one to the Resident Engineer.

Project authorization	$4,137,073.87
Present estimate of project cost, including $600.00 for work under this order	$4,137,073.87
Expected under-run / over-run amount	$ NONE
Expected under-run / over-run per cent	NONE

Space to right of this line is for use of Salem Office

Submitted by: [signature] Resident Engineer

Approval Recommended: [signature] For: Construction Engineer or Bridge Engineer

[signature]

Form F 735 (Rev. 11-70)

I-5-5(47)283
7452

6-1P

OREGON STATE HIGHWAY DIVISION

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Hubbard Interchange Section Date December ~~31~~ 23, 1971

Highway Pacific Contract No. 7452

County Clackamas Prefix 603-1010

Contractor Peter Kiewit Sons' Co. F. A. Project No. I-5-5(47)283

Address P.O. Box 1777, Vancouver, Wn. 98663 Order No. 16

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Revise Illumination service cabinet and electrical service.

Location by station numbers: "E" 14+50

Estimate of quantities and cost:

Material	$300
Labor	200
Equipment	100
Total	$600

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")
PGE could not furnish three phase power as designed.

RECEIVED
JAN 4 1972
BRIDGE DIVISION

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Submit five copies of the order to Salem. After final approval of the order, the Salem office will send one copy to the contractor, one to the Regional Engineer and one to the Resident Engineer.

Project authorization	$4,137,073.87
Present estimate of project cost, including $600.00 for work under this order	$4,137,073.87
Expected under-run / over-run amount	NONE
Expected under-run / over-run per cent	NONE

Space to right of this line is for use of Salem Office

Submitted by: Norman E. Miller, Resident Engineer

Approval Recommended: Walter A. Hart, For: Construction Engineer or Bridge Engineer

Approval Recommended: [illegible], Regional Engineer

Approved [illegible] Programming, Construction Engineer.

RECEIVED
DEC 22 1971
FORM E-20
FOR FILING

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

I 5-5 (47) 2
7452

December 22, 1971
Salem, Oregon

SUBJECT:

To:

A. E. Johnson
Assistant State Highway Engineer
B U I L D I N G

Hubbard Interchange
I-5
Contract 7452
Slope Erosion Control
Relative to your Assignment No. 460

460

Price Agreement No. 9, supplemental, for the subject project provides a 6" to 0" rock blanket for slope and ditch erosion protection. Most of this work has been completed.

When a pop-out slide occurs, the slope is repaired "by walking in" the rock with a cat. The use of sod instead of rock for slope erosion control should have been considered earlier. However, since most of this work is completed, a change to sod at this time does not seem advisable. It is very possible that until the roots are established sod could be undermined by erosion of the underlying silty soil and washed down the 2:1 fill. Slope repair would be more extensive than "walking in" with a cat.

The cost of the rock blanket is $.16 per square foot while the cost of sod is estimated at $.25 per square foot. The slopes are seeded and mulched (cost less than $.01 per square foot) and will eventually have the appearance of grass. There is some dirt in the rock blanket which should sustain growth of the grass cover.

In future similar situations perhaps sod should be given greater consideration as slope erosion protection because of aesthetics involved in the period immediately after placing the protection.

R. W. Ellison

Robert W. Ellison
Special Studies Engineer

RWE/ag

NOTED
A. E. JOHNSON

RECEIVED
DEC 22 1971
OFFICE OF
STATE HIGHWAY ENGINEER

Form A-10-8M

Lib Copy

STATE COPY

G-1F

APPROVED EFFECTIVE DATE 6-24-71
Contingent upon modification of project agreement if additional funds are required.
BY
TITLE Dist. Engineer
DATE 12-6-71
FEDERAL HIGHWAY ADMINISTRATION

OREGON STATE HIGHWAY DEPARTMENT

Price Agreement

APPLYING TO EXTRA WORK AND EXTRA MATERIAL

Project Name Hubbard Interchange Section — Date October 26, 1971, 19

Highway Pacific — Contract No. 7452

County Clackamas — Prefix 603-1010

Contractor Peter Kiewit Sons' Co. — F. A. Project No. I-5-5(47)283

Address P.O. Box 1777, Vancouver, Wn. 98663 — Price Agreement No. 9 Supplemental

For the below described extra work or extra material to be performed or furnished under the contract above referred to, the contractor agrees to accept payment at the prices given herein, understanding that, except as herein otherwise provided, the work is to be performed and the material is to be furnished in accordance with the specifications which form a part of the contract and in accordance with the instructions of the engineer.

Work to be done: Protect slopes and ditches from erosion by placing a 6"-0 rock blanket.

Locations by station numbers: Throughout the project as directed.

to Const 12-8-71

NOTED
A. E. JOHNSON

Names of pay items, estimated quantities and agreed prices:

6"-0 Pit Run Quarry Rock, 3,000 additional tons at $2.90/ton = $8,700.00

3-1-2nd 11-17-F

RECEIVED
DEC 8 1971
OFFICE OF
STATE HIGHWAY ENGINEER

Specifications, basis of measurement and other provisions: Standard Specifications for Highway Construction 1970 and the Special Provisions for this project to apply. 6"-0 Pit Run Quarry Rock will be paid at the agreed price per ton which will be full compensation for furnishing, hauling and placing of all material including all labor, equipment, tools and incidentals necessary to complete the work. Placement as directed under Section 203.38. Excavation as required will be paid under Bid Item No. 8.

INSTRUCTIONS

After the signature of the contractor has been obtained, submit six copies (including original copy) to the Salem Office. After approval by the Assistant State Highway Engineer, approved copies will be sent to the Contractor, the Division Engineer, and the Resident Engineer.

This order does not constitute authority for expenditure until approved by the Assistant State Highway Engineer or State Highway Engineer.

Project authorization	$4,137,073.87
Present estimate of project cost, including $8,700.00 for work under this order	$4,137,073.87
Expected under-run / over-run (amount)	$ none
Expected under-run / over-run (per cent)	none

Space to right of this line is for use of Salem Office

Submitted by: [signature] Resident Engineer — Signed Peter Kiewit Sons' Co. Contractor

NOTED
TOM EDWARDS

Approval Recommended: [signature] Division Engineer — by [signature] District Manager — Richard Geary

Approval Recommended: [signature] Construction Engineer or Bridge Engineer — Approved: [signature] Program & Planning Engineer

State Printing

Form A-10-8X

Lib Copy

STATE COPY

G-1F

APPROVED EFFECTIVE DATE 6-24-71
Contingent upon modification of project agreement if additional funds are required.
BY
TITLE Dist. Engineer
DATE 12-6-71
FEDERAL HIGHWAY ADMINISTRATION

OREGON STATE HIGHWAY DEPARTMENT

Price Agreement

APPLYING TO EXTRA WORK AND EXTRA MATERIAL

Project Name Hubbard Interchange Section Date October 26, 1971, 19

Highway Pacific Contract No. 7452

County Clackamas Prefix 603-1010

Contractor Peter Kiewit Sons' Co. F. A. Project No. I-5-5(47)283

Address P.O. Box 1777, Vancouver, Wn. 98663 Price Agreement No. 9 Supplemental

For the below described extra work or extra material to be performed or furnished under the contract above referred to, the contractor agrees to accept payment at the prices given herein, understanding that, except as herein otherwise provided, the work is to be performed and the material is to be furnished in accordance with the specifications which form a part of the contract and in accordance with the instructions of the engineer.

Work to be done: Protect slopes and ditches from erosion by placing a 6"-0 rock blanket.

Locations by station numbers: Throughout the project as directed.

to Const 12-8-71

NOTED
A. E. JOHNSON

Names of pay items, estimated quantities and agreed prices:

6"-0 Pit Run Quarry Rock, 3,000 additional tons at $2.90/ton = $8,700.00

3 / 2 1 4 1 1 3 / 4

RECEIVED
DEC 8 1971
OFFICE OF
STATE HIGHWAY ENGINEER

Specifications, basis of measurement and other provisions: Standard Specifications for Highway Construction 1970 and the Special Provisions for this project to apply. 6"-0 Pit Run Quarry Rock will be paid at the agreed price per ton which will be full compensation for furnishing, hauling and placing of all material including all labor, equipment, tools and incidentals necessary to complete the work. Placement as directed under Section 203.38. Excavation as required will be paid under Bid Item No. 8.

INSTRUCTIONS

After the signature of the contractor has been obtained, submit six copies (including original copy) to the Salem Office. After approval by the Assistant State Highway Engineer, approved copies will be sent to the Contractor, the Division Engineer, and the Resident Engineer.

This order does not constitute authority for expenditure until approved by the Assistant State Highway Engineer or State Highway Engineer.

Project authorization	$4,137,073.87
Present estimate of project cost, including $8,700.00 for work under this order	$4,137,073.87
Expected under-run / over-run (amount)	$ none
Expected under-run / over-run (per cent)	none

Space to right of this line is for use of Salem Office

Submitted by: Wm. E. Mueller, Resident Engineer

Signed Peter Kiewit Sons' Co. NOTED TOM EDWARDS Contractor

Approval Recommended: Division Engineer

by: Richard Geary, District Manager

Approval Recommended: Construction Engineer or Bridge Engineer

Approved: R. J. Gallagher, Program & Planning Engineer

State Printing

I-5-5(47)283

Form E-203—514

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

APPROVED EFFECTIVE DATE 12-24-71
Contingent upon modification of project agreement if additional funds are required
BY E. J. Valach
TITLE Dist. Engineer
DATE 1-5-72
FEDERAL HIGHWAY ADMINISTRATION

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

7452

Project Name Hubbard Interchange Section Date

Highway Pacific Contract No. 7452

County Clackamas Prefix 603-1010

Contractor Peter Kiewit Sons' Co. F. A. Project No. I-5-[illegible]

Address P.O. Box 1777, Vancouver, Wn. 98663 Order No. 24 15

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of [illegible]

Description of work to be done: Install an additional sign on structure 7624A. Install a 10'-0" Type D sign complete with mounting brackets, 8mm fluorescent light, flas... beacons and power.

N 65 1-7-72

Location by station numbers: LS 605

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JAN 6 1972
OFFICE OF
STATE HIGHWAY ENGINEER

Estimate of quantities and cost:

Material	$1,000.00
Labor	300.00
Equipment	200.00
Total	$1,500.00

NOTED
A. E. JOHNSON

NOTED
F. B. KLABOE

Explanation: (Explain here the conditions which cause this work to be classed as "extra work") Additional sign required on structure to warn traffic of end of three lane highway. Sign not standard, will require revising electrical system to operate flashing beacons, therefore could not be done on unit prices.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$4,137,073.87
Present estimate of project cost, including $1,500.00 for work under this order	$4,137,073.87
Expected under-run / over-run amount	$ none
Expected under-run / over-run per cent	none

Space to right of this line is for use of Salem Office

Submitted by: Warren R. Mullins Resident Engineer

Approval Recommended: Division Engineer

Approval Recommended: Construction [illegible]

Approved: [illegible]

I-5-5(47)283

Form E-203—6M

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

7452

APPROVED EFFECTIVE DATE 12-21-71
Contingent upon modification of project agreement if additional funds are required
BY L. V. Halvach
TITLE Dist. Engineer
DATE 1-5-72

FEDERAL HIGHWAY ADMINISTRATION

Project Name Hubbard Interchange Section — Date
Highway Pacific — Contract No. 7452
County Clackamas — Prefix 603-10(4)
Contractor Peter Kiewit Sons' Co. — F. A. Project No. I-5-5(47)283
Address P.O. Box 1777, Vancouver, Wn. 98663 — Order No. 14

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of

Description of work to be done: Move and reinstall warning sign bridge and provide power for

1. Maximum rental rates to be in accordance with current A.G.C. agreement.
2. Percentage allowed the contractor to be in accordance with the executed contract for this project.

To Const. 1-7-72

Location by station numbers: Lg 557 - 640

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JAN 6 1972
OFFICE OF
STATE HIGHWAY ENGINEER

Estimate of quantities and cost:

Labor	$1300.00
Material	1900.00
Equipment	800.00
Total	$4000.00

NOTED
A. E. JOHNSON

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")
Existing sign bridge at sta 557 to be moved to new location at sta 640 to provide warning of end of three lane highway. Work is not in original contract provisions.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$4,137,073.87
Present estimate of project cost, including $4,000.00 for work under this order	$4,137,073.87
Expected under-run / over-run amount	$ NONE
Expected under-run / over-run per cent	NONE

Space to right of this line is for use of Salem Office

Submitted by: Warren E. Mueller, Resident Engineer

Approval Recommended: ..... Construction Engineer

Approval Recommended: ..... Division Engineer

Approved: ..... State Highway Engineer

sp

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DEC 10 1971
FOR FILING

I-5-5(47)283
7452

NOTICE TO OWNER OR REPUTED OWNER OF DELIVERY OF MATERIAL AND SUPPLIES

file

TO State of Oregon
Highway Dept

This is to advise you that the undersigned is delivering material and supplies upon the order of Kline Land Sand and Gravel Co to be used in and for use upon the construction, alteration or repair of an improvement located upon those certain premises described as

Tax Lot 900-1000, Block Sec 35 T3S R1W Addition
(629/96)
Peter Kiewit Sons' Co, Contractor (Contract 7452)
Hwy 5, South of Hubbard Interchange Clackamas County, Oregon;

of which you are the owner or reputed owner;

You are further notified that a lien may be claimed for all such material and supplies so delivered after a date which is ten days before this notice is so delivered to you in person or mailed to you by registered letter, as indicated below, and that payment by the owner or lender to the contractor does not remove the right of the undersigned furnishing such materials or supplies to claim a lien against the above described property unless the undersigned is in fact paid.

Mailed to you by registered letter at Portland, Oregon, on 9th of Dec, 19 71.

Cascade Construction Co
by J. E. Church agent
Materialman

When delivered in person: Receipt of above notice is acknowledged.

Dated: ....., 19.....

.....
Owner

Not later than 10 days after date of delivery to a contractor or agent of the material or supplies for which a lien may be claimed, the person furnishing such material or supplies must deliver the above notice in person and evidence the delivery by receipt thereof or mail the notice by registered letter to the owner or reputed owner of the property on or about which material or supplies are to be used. (Oregon Revised Statutes, Sec. 87.020)

NOTED
LOYD QUERY
12-13-71

Form E-906—6M

I-5-5(47)283
7452

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED EFFECTIVE DATE 12-27-71
Contingent upon modification of project agreement if additional funds are required
BY [signature]
TITLE Engineering Coordinator
DATE 12-22-71

Dec. 3 19 71
FEDERAL HIGHWAY ADMINISTRATION

Project Name Hubbard Interchange Section
Highway Pacific
County Clackamas
Contractor ~~MARXXIX~~ Peter Kiewit Sons' Co.
Address P.O. Box 1777, Vancouver, Wn. 98663

Contract No. 7452
Prefix 603-1010
F. A. Project No. I-5-5(47)283
Order No. 13

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Remove Coal Tar Emulsion to allow traffic to use Bridge 7794B through the winter.

1. Maximum rental rates to be in accordance with current A.G.C. agreement.
2. Percentage allowed the contractor to be in accordance with the executed contract for this project.

NOTED
A. E. JOHNSON
to Comptr
12-27-71
cy Johnson

Location by station numbers: Bridge 7794B, LS 620+00 to 622+00

Estimate of quantities and cost:

Labor	$600.00
Equipment	500.00
Materials	400.00
Total	$1,500.00

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STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

Explanation: (Explain here the conditions which cause this work to be classed as "extra work") The first coat of coal tar emulsion was placed on half of the bridge and weather shut down the operation for the winter. In order to open the bridge to traffic the emulsion must be removed since it is too slippery to run traffic over.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$4,137,073.87
Present estimate of project cost, including $1,500.00 for work under this order	$4,137,073.87
Expected under-run / over-run amount	$ none
Expected under-run / over-run per cent	none

Space to right of this line is for use of Salem Office

Submitted by: [signature] Resident Engineer

Approval Recommended: Original Signed By Allan C. Harwood Division Engineer

Approval Recommended: ORIGINAL SIGNED BY R. D. ASBURRY Construction Engineer or Bridge Engineer

Approved: ~~Deputy State Highway Engineer~~ Assistant State Highway Engineer

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[illegible] 1971
FOR FILING

(11)

I-5-5(47)283
7452

November 26, 1971

Peter Kiewit Sons' Company
215 South "V" Street
Vancouver, Washington 98663

Gentlemen:

The State Highway Commission at its meeting on November 24, 1971, considered your request for an extension of time of 86 calendar days to complete Unit A of Contract No. 7452 for work on the Hubbard Interchange Section of the Pacific Highway in Clackamas County.

In light of the available facts and the provisions of the contract, the Commission granted you an extension of 13 days on Unit A without assessment of liquidated damages.

If there are pertinent facts which have not yet been considered, you should contact the Resident Engineer, the Regional Engineer or the Construction Engineer in the Salem Office.

Very truly yours,

Floyd Quary, Secretary
OREGON STATE HIGHWAY COMMISSION

bc F. D. Morgan
I. D. Marchant
V. E. Skoog
L. W. Hulick
Warren Mueller
Federal Highway Administration

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NOV 26 1971
FOR FILING

I-5-5(47)283

7452

November 24, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 900
Salem, Oregon 97308

Federal-aid Project
No. I-5-5(47)283

Dear Sir:

Herewith for your consideration and approval are copies of Extra Work Order No. 11, Contract No. 7452, covering upgrading existing fencing to current standards on the Hubbard Interchange Section of the Pacific Highway in Clackamas County.

This Order covers the cost of upgrading the existing fence to current standards at various locations throughout the project. This work is not covered by Contract bid items.

This work was tentatively recommended for approval by the Federal Highway Administration Assistant Area Engineer, November 15, 1971

Your approval as of November 15, 1971 is requested.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

BMW:alc

RECEIVED
NOV 26 1971

I-5.5(47)283
7452

November 24, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Federal-aid Project
No. I-5-5(47)283

Dear Sir:

Herewith for your consideration and approval are copies of Price Agreement No. 12, Contract No. 7452, covering placement of a coal tar-glass fiber membrane waterproofing and a linseed deck sealant on structure decks on the Hubbard Interchange Section of the Pacific Highway in Clackamas County.

This agreement covers the cost to furnish and place a coal tar-glass fiber membrane waterproofing on the deck of Bridges 7794 A and 7794 B and a linseed oil deck sealant on the deck of Bridges 7624 A, 7624 B and 9870.

Copies of the Engineer's letter of explanation with cost justification by the Bridge Engineer are attached.

This work was tentatively recommended for approval by the Federal Highway Administration District Bridge Engineer, June 22, 1971.

Your approval as of June 22, 1971 is requested.

Very truly yours,

R. L. Forster
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

BMW:alc

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NOV 17 1971
FOR FILING

I-5-C(47)
74:1

November 16, 1971

Oregon State Highway Commission

Request for Extension of Time
No. 11
November 24, 1971 meeting

Gentlemen:

Peter Kiewit Sons' Company, contractor on the construction of the Hubbard Interchange Section of the Pacific Highway (I-5) in Clackamas County, Contract No. 7432, has requested an additional 86 calendar days to complete Unit (a) of the contract without assessment of liquidated damages. The contractor cites inclement weather and strikes as reasons for his failure to complete the work on time.

The contract was awarded August 18, 1970 and allotted 190 calendar work days to complete Unit (a) of the work. This forecast a completion date of June 25, 1971 for the unit. The unit was completed August 25, 1971 with 238 calendar work days charged. This is an excess of 48 calendar work days.

Because rainfall was not of an unusual nature, inclement weather is not a reason for an extension of time without assessment of liquidated damages within the language of the specifications and no extension of time is recommended for that reason.

The contractor's operations were delayed during the period June 1 to June 10, 1971, a total of 9 days, by an operating engineers' strike against his concrete supplier. The work was shut down during the period June 29, 1971 to July 12, 1971, by the carpenters' strike. No days were charged during this period. The pickets were removed July 12, 1971, and grading operations resumed on that date but the carpenters did not return to work until July 14, 1971, because of ratification of the uniformagreement. The contractor's

operations were delayed two days. In addition to the strikes, the contractor was required to do considerable shifting of piles on the several structures due to inadequate order list lengths. This occurred on Bridge 7624A, which was a part of Unit (a) work. Shifting the piles delayed the contractor's operations two days.

I recommend the contractor be granted a total of 13 days (9 days operating engineers' strike, 2 days carpenters' strike and 2 days shifting piles) without assessment of liquidated damages and that he be assessed liquidated damages for the remaining 35 days consumed on Unit (a). This amounts to an assessment of $3,250.

This is a Federal-aid project and we have the concurrence of the Federal Highway Administration.

Work on Unit (b) of the contract is still under way with an estimated completion date of December 31, 1971 and a calendar work day count of 303 as of November 4, 1971. The contract allotted 325 calendar work days for this unit. A time extension, if one is necessary for this unit, will be handled as a separate matter.

This matter will be on the agenda for your consideration at the November 24 meeting.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Floyd Query
Ken Edwards
A. E. Johnson
Gary L. Sund
Ivan Marchant
F. D. Morgan
L. H. Young
V. E. Skoog
L. W. Rulien

OREGON STATE HIGHWAY COMMISSION

BRIDGE DIVISION
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OCT 27 1971

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7452 Contractor Peter Kiewit Sons' Co.

Highway Pacific

Section Hubbard Interchange Section

Kind of Work Grading, Paving, Structures, Signing and Illumination

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED**. The reasons for such recommendation are as follows:

Grant 13 days (9 days operating engineers strike, 2 days carpenters strike, and 2 days shifting piles) without assessment of liquidated damages and assess liquidated damages for remaining 35 days consumed.

Recommended for Approval:

Division Engineer

Construction Engineer or Bridge Engineer

State Highway Engineer

Unit A Only

Contract No. 7452

Project designation ~~Federal~~ FAP I-5-5(47)238 State-Federal

Date awarded August 18, 1971

Work started August 24, 1971

Per cent completed ~~99%~~ 100% August 25, 1971 Date

No. of Workdays Allowed ~~B 325 cal. w/days~~ A 190 cal. w/days

No. of Workdays Used ~~B 264~~ A 238

No. of Added Workdays Requested Unit A Only 86

B-880 (Rev.)—STM—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date August 31, 1971

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 190 days to 276 days, within which to complete our Contract No. 7452, without the assessment of liquidated damages. The said contract is described as follows: First Completion Date, Hubbard Interchange Section, Pacific Highway, Clackamas County.

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

See Attached List.

Respectfully submitted,

PETER KIEWIT SONS' CO.
Contractor

By Leonard W. Kearney
Leonard W. Kearney, General Superintendent

CONSENT OF SURETY

Date August 31, 1971

We, The Ætna Casualty and Surety Company

1201 S.W. 12th Avenue Portland, Oregon 97205, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Jerry L. Young
Attorney-in-fact

(SEAL)

Resident Agent

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OCT 1 1971
BRIDGE DIVISION

PETER KIEWIT SONS' CO.

Attachment
Page two,

Vancouver, Wash. 98663
August 31, 1971

1 March 71 - 1 May 71	No finishing or paving work could be accomplished due to wet soil conditions on the project. Notification by Serial Letters J-9, V-53, V-58 and V-65.	61 Days
1 June 71 - 10 June 71	Operating Engineer's strike against concrete supplier shutdown structure work on undercrossing of Boones Ferry Road. Notification by Serial Letters V-66 and V-69.	9 Days
29 June 71 - 12 July 71	Carpenters strike shutdown all work on the project. Notification by Serial Letter V-71.	13 Days
12 July 71 - 14 July 71	Carpenters still not on project pending ratification of new agreement by membership. Notification by Serial Letter V-71.	3 Days
	Total Authorized	86 Days

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OCT 1 1971
BRIDGE DIVISION

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE: October 28, 1971

In reply refer to: 08-35-DA

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

Contract 7452

SUBJECT: Oregon Project I-5-5(47)283
Hubbard Interchange Section
Time Extension, Unit A

For the reasons given in your October 26 letter, I concur in the proposed 13-day time extension, without assessment of liquidated damages on the subject project.

cys to Merchant
Morgan
11-3-71

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NOV 2 1971
OFFICE OF
STATE HIGHWAY ENGINEER

9CJ

NOTED
TOM EDWARDS

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 910-222

4k

REQUESTS FOR EXTENSION OF TIME

Commission Meeting November 24, 1971

Request No.	Contract No.	Contractor	Section and Highway	Time Requested	Recommendation
1	7592	N. A. Toole Constr. Co.	Harper Jct. Rock Production, Central OR Hwy	16 days	grant 18 days
2	7486	Madson & Stokes Elec. Contr.	"B" Avenue-Middlecrest Rd.(Lake Oswego) Oswego Highway	28 days	assess L.D. = $1,400
3	7401	Ross Bros. Constr. Co.	Midland Info Center, The Dalles-Cal. Hwy	11/30/70-4/14/71	assess L.D., 12/1/ - 12/14/70 $1,050
4	7323	Donald M. Drake Co. & S. S. Mullen	Sunset Hwy-Beaverton Sec. Beaverton-Tigard Hwy.	318 days	grant 104 days
5	7594	Cascade Constr. Co.	Raleigh Hills-Hillsdale Sec., Beavetton-Hillsdale Highway	6 days	grant 6 days
6	7501	Ross Bros. Constr. Inc.	Nestucca R. (Ollie Woods) Br., FAS 613	70 days	grant 37 days; assess L.D. 34 days = $3,400
7	7546	Robert D. Copeland	Jumpoff Joe Cr.-Louse Cr. Interch., FAS 17-102	14 days	grant 10 days; assess L.D. 18 days - $2,700
8	7214	Andersen-Hannan	W. Fremont Interch., Stadium Freeway	120 days	grant 58 days
9	7430	All City Landscape, Inc.	Sunset Safety Rest Area Sunset Highway	16 days	grant 13 days
10	7525	Robert L. Divine	Eugene (Blue Star) Safety Rest Area, Pacific Hwy W.	6/1/71-8/23/71	grant 6/24/71 (Unit a) 8/23/71 (Unit b)
11	7452	Peter Kiewit Sons' Co.	Hubbard Interch. Sec., Pacific Hwy. (I-5) (Unit a)	86 days	grant 13 days; assess L.D. - 35 days = $5,250
12	7151	Guy F. Atkinson Co.	Tualatin R.-Pacific Hwy. Sec., E. Portland Freeway	811 days	grant 103 days
13	7352	Gibbons & Reed Co.	Weatherby-Lime Sec., Old Oregon Trail Hwy.	37 days	grant 32 days
14	7192	Paul Zimmerly Road Constr.	Gellatly Summit Sec., Corvallis-Newport Hwy.	17 days	grant 10 days

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NOV 8 -
FOR FILING
I-5 (47)
7452

KLINELINE SAND & GRAVEL CO.

Asphalt • Aggregate • Garden Sand

OREGON CITY BRANCH
P. O. Box 30
Oregon City, Oregon 97045
656-2921

EXECUTIVE OFFICES
P. O. Box 128
Oregon City, Oregon 97045
656-2651

VANCOUVER BRANCH
P. O. Box 1869
Vancouver, Washington 98663
694-6576 or Port. 283-2087

PLEASE REPLY TO OFFICE OR BRANCH WITH RED ARROW

November 4, 1971

#7554
#7389
#7452

R. A. Heintz Construction Co.
P. O. Box 11005
Portland, Oregon 97211

Attn: Mr. H. B. Hallock, Controller

Gentlemen:

This is to acknowledge and thank you for yours of October 28, 1971, and Mr. Query's letter dated October 27, 1971, to Mrs. Bredskar. We hired Bruce Hanson, d.b.a. Pacific Redwood Trucking, to do the hauling on the Peter Kiewit Sons' project and we did have Hanson haul some material for your firm. We did pay Mr. Hanson for the gravel haul for your firm. We did not pay Mr. Hanson in total for the work for the material for Peter Kiewit Sons' for the reason that we found that some of the sub-haulers were not being paid by Mr. Hanson. Our Attorney, Mr. Carmie Dafoe, has been attempting to work out releases from Bruce Hanson as we paid some of the sub-haulers that have not been paid by Hanson.

In regard to Gordon Ball, Inc., we did no hauling for Ball except with our own vehicles. Our attorney is attempting to solve this matter and we presume it shall be done as quickly as Mr. Dafoe can get cooperation from Mr. Hanson and his counsel. We shall keep you advised on this matter.

Sincerely,

KLINELINE SAND & GRAVEL CO.

By Otis P. Jordan Jr.
Otis P. Jordan, Jr.

OPJ:pj
CC: Peter Kiewit Sons' Co.
215 S. "V" St.
Vancouver, Washington 98663

The Aetna Casualty and Surety Co.
1201 S. W. 12th
Portland, Oregon 97205

NOTED
FLOYD QUERY

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NOV 5 - 1971
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. MEAD

R. A. Heintz Construction Co.
P. O. Box 11005
Portland, Oregon 97211

November 4, 1971

CC: Gordon H. Ball, Inc.
232 South Second Avenue
Kent, Washington 98031

The American Insurance Co.
921 S. W. Washington St.
Portland, Oregon 97205

Argonaut Insurance Company
250 Middlefield Road
Menlo Park, California 94025

U. S. Fidelity and Guaranty Co.
201 Oregon Bank Building
Portland, Oregon 97204

Mr. Floyd Query, Secretary
Oregon State Highway Commission
Highway Building
Salem, Oregon 97310

Mrs. Roy Bredskar
335 14th Court
Eastside, Oregon 97420

Gordon H. Ball, Inc.
P. O. Box 159
Oregon City, Oregon 97045

Mr. John Wiencken

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NOV 5 - 1971
OREGON
STATE HIGHWAY COMMISSION

Form E-206—6M

I-5-5(47)283
7452

STATE COPY G-1C

OREGON STATE HIGHWAY DEPARTMENT

APPROVED EFFECTIVE DATE 11-8-71
Contingent upon modification of project agreement if additional funds are required

BY [signature] TITLE Dist. Engineer

DATE 11-19-71

FEDERAL HIGHWAY ADMINISTRATION

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Date November 1, 19 71

Project Name Hubbard Interchange Section

Highway Pacific

County Clackamas

Contractor Peter Kiewit Sons' Co.

Address P.O. Box 1777, Vancouver, Wn. 98663

Contract No. 7452

Prefix 603-1010

F. A. Project No. I-5-5(47)283

Order No. 12

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Install concrete aprons on manholes with grated tops.

1. Maximum rental rates to be in accordance with current A.G.C. agreement.
2. Percentage allowed the contractor to be in agreement with the executed contract for this project.

NOTED
A. E. JOHNSON

Location by station numbers: Left, "LN" 600+75, Right "LS" 598+50, Right "LS" 600+25

Complete 11-26-71

Estimate of quantities and cost:

Labor	$250.00
Materials	50.00
Total	$300.00

RECEIVED
NOV 23 1971
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

Explanation: (Explain here the conditions which cause this work to be classed as "extra work") Concrete aprons needed around manholes with grated tops to prevent erosion. This work not covered by contract items.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$4,137,073.87
Present estimate of project cost, including $300.00 for work under this order	$4,137,073.87
Expected under-run / over-run amount	$none
Expected under-run / over-run per cent	none

Space to right of this line is for use of Salem Office

Submitted by: Warren E. Mueller, Resident Engineer

Approval Recommended: [signature], Construction Engineer or Bridge Engineer

Approval Recommended: [signature], Division Engineer

Approved: [signature], Deputy State Highway Engineer

24-1979

FORM S-20 (REV. 10-69)

I-5

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 27, 1971

SUBJECT: Inadequate Culverts
Hubbard Interchange
Woodburn

To: Frank Terpin
FINAL DESIGN ENGINEER

Your September 28 letter to David Moehring and the background hydraulics report by Richard Lenz, both concerning backwater on the D. L. Nuffer (RW File 44341) property, has been studied by this office and the Regional Right of Way Supervisor Rod Henry.

We both conclude the Highway Division should not be paying Mr. Nuffer to correct his low road, but for different reasons--Rod Henry because the damages to the property may not be as great as the cost to correct--My recommendation is to correct the problem on the right of way by increasing the amount of waterway we are providing. Drainage in Deer Creek and all other channels on this section is and will continue to increase in its rate of run off. We should correct and any inadequacies now and not wait for some more difficult time in the future.

If you do not agree, then Henry will need a description of the property on which you propose to take a flood easement.

Gerald Wimer
REGIONAL CONSTRUCTION ENGINEER

GW/km

cc Vic Wolfe
Rod Henry
Lowell Stratton

Hall
A. Olson
Terpin
Scott
Svenson
K. Olson
You

RECEIVED
OCT 28 1971
DESIGN SECTION

Requires Reply
Requires Approval
Receiver Keep
Do not File
Return To
Bring Up ___/___/___
Other

NOTED
L. K. WATSON

SP 53478-784

RECEIVED
OCT 28 1971
FOR FILING

I-5-5(47)283

7452

October 27, 1971

Mrs. Roy Breisker
335 14th Court
Eastside, Oregon 97420

Dear Mrs. Breisker:

This is to acknowledge receipt of your letter of October 12 advising us that Bruce Hanson (subcontractor) owes your husband various amounts for hauling on what appears to be the following State highway contracts:

Contract No. 7452 with Peter Kiewit Sons' Company on the Hubbard Interchange Section of the Pacific Highway in Clackamas County.
Amount of claim - $1,901.05
Surety: The Aetna Casualty and Surety Co.

Contract No. 7389 with Gordon H. Ball, Inc., on the Gladstone Interchange-Oregon City Interchange Section of the East Portland Freeway in Clackamas County.
Amount of claim - $107.50
Sureties: The American Insurance Company and Argonaut Insurance Company

Contract No. 7554 with R. A. Heintz Construction Company on the Eagle Creek-Estacada Section of the Clackamas Highway in Clackamas County.
Amount of claim $48.00
Surety: United States Fidelity and Guaranty Co.

The above sureties furnished the performance bonds on these contracts which are given to assure completion of the contracts and payment of all bills incurred in them. We will advise the sureties of the receipt of this claim letter and we will also forward it to the Secretary of State for filing.

Please advise this office when your claims have been satisfied.

Very truly yours,

Floyd Quary, Secretary
OREGON STATE HIGHWAY COMMISSION

cc Peter Kiewit Sons' Co.
215 South "V" St.
Vancouver, Washington 98663

The Aetna Casualty and Surety Co.
1201 S. W. 12th
Portland, Oregon 97205

Gordon H. Ball, Inc.
232 South Second Avenue
Kent, Washington 98031

The American Insurance Co.
921 S. W. Washington St.
Portland, Oregon 97205

Argonaut Insurance Company
250 Middlefield Road
Menlo Park, California 94025

NOTED ON CARD
10-27-71
fm

R. A. Heintz Construction Co.
2035 N. E. Columbia Blvd.
Portland, Oregon 97211

U. S. Fidelity and Guaranty Co.
201 Oregon Bank Building
Portland, Oregon 97204

Commission

Hon. Clay Myers - Please acknowledge receipt of the enclosed claims on the attached letter.

CWH:fkn

Roy Bredskar
335 14th Court
Eastside, Oreg. 97420

Oct. 12, 1971

Oregon State Highway Commission
State Highway Building
Salem, Oregon

Dear Sirs:

My husband worked on Interstate 5, at the Hubbard Interchange during the last week of July and the first week of August. (#7452)

Peter Kiewitt was the prime contractor, with Klineline and Bruce Hanson sub-contractors.

date	tons	amount
July 26-30	909,380	$ 909.38
Aug. 2-6	919,670	919.67
	1,829,050	$1,829.05
Sand haul 3 hours @ 24.00 P. K.		72.00
Gordon Ball Hauling		1,901.05 ✓
at Oregon City 5 hrs. @ 21.50		107.50 ✓
R.A. Hientz hauling at Estacada 2 hours@ 24.00		48.00 ✓
		$ 2,056.55
Less paid 8/6/71 by Bruce Hanson		- 250.00
		$1,806.55

Bruce Hanson hired my husband on all three jobs.

Thank you for your help.

Mrs. Roy Bredskar

RECEIVED
OCT 1 1971
STATE HIGHWAY COMMISSION

NOTED
FLOYD QUERY

NOTED
C. W. HEAD

RECEIVED
OCT 27 1971
FOR FILING

I-5-5(47)283
7452

October 26, 1971

Mr. R. E. Simpson, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, OR 97308

Dear Sir:

Re: Hubbard Interchange Section
FAP I-5-5(47)283
Contract No. 7452

Contract specifications provide that Unit (a) be completed in 190 calendar work days, which forecast a completion date of June 25, 1971. Unit (a) was completed August 23, 1971, with 238 calendar work days charged. This is an excess of 48 calendar work days.

The contractor is requesting an 86-day extension on Unit (a) without assessment of liquidated damages. Details of the contractor's request and our findings on each of the items are as follows:

Contractor
March 1 - May 1, 1971 (61 days)

No finishing or paving work could be accomplished due to wet soil conditions on the project.

State

While both March and April were wetter than average, weather either month was not so unusual that it could be considered as a basis for granting additional time. Recommend no additional time allowance for this item.

Contractor
June 1 - June 10, 1971 (9 days)

Operating Engineers' strike against concrete supplier shut down structure work on undercrossing of Boones Ferry Road.

State

The contractor requests nine days as a result of a strike against his concrete supplier. During this period, some work did continue on the job; however, the strike did have a delaying effect on the project, which continued even after the strike was settled and the engineers returned to work. Recommend allowing the nine days requested.

Contractor
June 29 - July 12, 1971 (13 days)

Carpenters' strike shut down all work on the project.

State

Carpenters' strike halted work on the project. The contractor requests 13 days during this period. No time was charged to the contract so no additional time can be allowed.

Contractor
July 12 - July 14, 1971 (3 days)

Carpenters still not on project pending ratification of new agreement by membership.

State

The carpenter crews were back on the job July 14, 1971. Recommend two days be allowed.

In addition to the above, the contractor was required to do considerable shifting of piles on the several structures due to inadequate order list lengths. This occurred on Bridge 762AA, which was a part of Unit (a) work. Recommend that two days be allowed because of delay to pile driving operations.

With your concurrence, I propose to recommend to the Highway Commission that the contractor be granted a 13-day extension without assessment of liquidated damages and that he be assessed liquidated damages for the remaining 35 days consumed. This assesses the contractor $3,250.00.

Unit (b) of the contract is still under way, with an estimated completion date of December 31, 1971, and a calendar work day count of 278 as of October 9, 1971. The contract allotted 325 calendar work days for this unit. A time extension, if one is necessary will be handled as a separate matter.

Very truly yours,

R. L. Porter
State Highway Engineer

By

A. E. Johnson
Assistant State Highway Engineer

cc R. L. Porter
Tom Edwards
I. D. Merchant
F. D. Morgan

CAC:ag ms

Form E-206—514

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

APPROVED EFFECTIVE DATE 11-15-71
Contingent upon modification of project agreement if additional funds are required
BY [signature] Dist. Engineer
DATE 11-30-71
FEDERAL HIGHWAY ADMINISTRATION

I-5-5(47)283
7452

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Hubbard Interchange Section Date October 26, 1971 19

Highway Pacific Contract No. 7452

County Clackamas Prefix 603-1010

Contractor Peter Kiewit Sons' Co. F. A. Project No. I-5-5(47)283

Address P.O. Box 1777, Vancouver, Wn. 98663 Order No. 11

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Upgrade existing fence where required.

11 Comp 12-1-71

Location by station numbers: Throughout Project.

RECEIVED
DEC
C
STATE H

Estimate of quantities and cost:

Labor	$300.00
Materials	100.00
Equipment	100.00
Total	$500.00

NOTED
A. E. JOHNSON

Explanation: (Explain here the conditions which cause this work to be classed as "extra work") Existing fence, to be left in place, needs upgrading in various spots to meet current standards. This work not covered by contract items.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$4,137,073.87
Present estimate of project cost, including $500.00 for work under this order	$4,137,073.87
Expected under-run / over-run amount	$ none
Expected under-run / over-run per cent	none

Space to right of this line is for use of Salem Office

Submitted by: [signature] Resident Engineer

Approval Recommended: [signature] Construction Engineer or Bridge Engineer, Salem.

Approval Recommended: [signature] Division Engineer

Approved: NOTED TOM EDWARDS Deputy State Highway Engineer, Assistant State Highway Engineer or

Form E-208—5M

I 5-5(47)283
7452

STATE COPY G-11

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED EFFECTIVE DATE 10-13-71
Contingent upon modification of Project agreement if additional funds are required

BY _____ Dist. Engineer

TITLE _____

DATE 11-4-71

FEDERAL HIGHWAY ADMINISTRATION

Project Name Hubbard Interchange Section Date October 12, 1971

Highway Pacific Contract No. 7452

County Clackamas Prefix 603-1010

Contractor Peter Kiewit Sons' Co. F. A. Project No. I-5-5(47)283

Address P.O. Box 17777 Vancouver, Wn. 98663 Order No. 10

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Reinstall signs removed by construction of Butteville Road Interchange and the exit sign at the southbound Baldock Rest Area.

1. Maximun rental rates as per A.G.C. agreement.
2. Percentage allowed the contractor to be in agreement with the executed contract for this project.

NOTED
A. E.

Donuta 11-10-71

Location by station numbers: Sta. LS 638+00, LS 713+00, LN 700+00

Estimate of quantities and cost:

Labor	$240.00
Materials	160.00
Equipment	100.00
Total	$500.00

NOTED
TOM EDWARDS

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Several signs were removed with no provisions for thier replacement of reinstallation. Permanent signing is planned on a future project.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$4,137,073.87
Present estimate of project cost, including $500.00 for work under this order	$4,137,073.87
Expected under-run / over-run amount	$ none
Expected under-run / over-run per cent	none

Space to right of this line is for use of Salem Office

Submitted by: Howard E Mueller
Resident Engineer

Approval Recommended: _____
Division Engineer

Approval Recommended: Walter D Hart
Construction Engineer or Bridge Engineer

O.K. JB

Approved: L. N. Young
Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.

Program Estimating

SP*23577-734

RECEIVED
SEP 16 1971
FOR FILING

I-5-5(47)283
7452

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 14, 1971

SUBJECT: Deck Waterproofing
Hubbard Intch. Section
Pacific Highway
Contract 7452

To:

Mr. L. W. Rulien
Region Engineer

MILWAUKIE

Attention Mr. A. C. Harwood
Region Construction Engineer

NOTED
A. E. JOHNSON

Approval has been received from the Federal Highway Administration to place a deck waterproofing on the structures on the subject section.

Bridges 7624A, 7624B, and 9870 should receive a linseed oil deck sealant. The two overcrossings of the Woodburn-Hubbard Highway (Bridges 7794A and 7794B) should receive a coal tar glass fiber membrane waterproofing. A copy of the specifications for these two waterproofing systems is attached.

A copy of the contract revision authorization covering this addition to the contract is also attached. Please prepare a price agreement to have this work done under the contract.

ORIGINAL SIGNED
WALTER J. HART

Walter J. Hart
Bridge Administration Engineer

WJH:dh
Attachments

cc A. A. Rear /w/ attach.
John Bond /w/ attach.
A. E. Johnson
Herb Schell /w/ attach.

RECEIVED
SEP 15 1971
OFFICE OF
STATE HIGHWAY ENGINEER

Form E-700—5M

I-5-5(47)283
74-2

STATE COPY-1

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED EFFECTIVE DATE 7-13-71
Contingent upon modification of project agreement if additional funds are required
BY [signature]
TITLE Engineering Coordinator
DATE 8-19-71
FEDERAL HIGHWAY ADMINISTRATION

Project Name Hubbard Interchange Section Date
Highway Pacific Contract No. 7452
County Clackamas Prefix 603-1010
Contractor Peter Kiewit Sons' Co. F. A. Project No. I-5-5(47)283
Address P.O. Box 1777, Vancouver, Wn. 98663 Order No. 8

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Refinish slopes where extra material is removed outside of neat cut lines.
1. Maximun rental rates as per A.G.C. agreement.
2. Percentage allowed the contractor to be in agreement with the executed contract for this project.

Location by station numbers: "FR" 13+00 to "FR" 16+00 and "H" 610+00 to "H" 613+00

Estimate of quantities and cost:

Labor	$500.00
Equipment	$1,000.00
Total	$1,500.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work") Additional borrow required outside of cut areas to complete fills. Embankment areas will r require approximately 15,000 cu.yd. additional material. This material can be obtained from cut areas which have been completed.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$4,137,073.87	Space to right of this line is for use of Salem Office
Present estimate of project cost, including $1,500.00 for work under this order	$4,137,073.87	
Expected under-run / over-run amount	$none	
Expected under-run / over-run per cent	none	

Submitted by: [signature] Resident Engineer

Approval Recommended: [signature] Construction Engineer or Bridge Engineer

Approval Recommended: [illegible] Division Engineer

Approved: [signature] Deputy [illegible] Highway

8-23-71

FORWARDED
JUN 8 1971
FORM 8-30 (4-70)

FOR FILING

I-5-5(47)283
7452

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

June 7, 1971

To:

SUBJECT: Hubbard Intch. Section
Pacific Highway I-5
Contract 7452

Mr. L. W. Rulien
Regional Engineer

M I L W A U K I E

NOTED
A. E. JOHNSON

I have received two letters dated June 1 over the signature of A. C. Harwood pertaining to traffic handling at the Hubbard Interchange.

The first letter contains sketches from the contractor on proposed crossovers which would permit two-way traffic in either the northbound or southbound lanes under the existing and new Boones Ferry Road Undercrossing structure. The letter from the contractor indicates that these traffic changes would be made between the hours of 8 a.m. to 3 p.m. only and would be accomplished utilizing flagmen, cones, and signing. This method of traffic handling is acceptable; however, this office believes the time should be from 9 a.m. to 3 p.m. with a possibility that the 9 a.m. starting time could be adjusted to an earlier time if traffic would permit. Also, that cleanup of the demolished structure must be completed within the designated hours of closure to permit restoration to four traffic lanes.

The second letter contains the contractor's proposed revision of Stage 3 traffic and virtually eliminates the fourth stage of traffic. It is acceptable to put two lanes of both northbound and southbound traffic on the new southbound structure as proposed with the median as indicated in the proposal. The installation of the median is to be at no expense to the State.

Except as indicated above the proposals in both letters of June 1 are acceptable to this office.

Ivan D. Merchant
Bridge Engineer

RECEIVED
JUN 7 1971
OFFICE OF
STATE HIGHWAY ENGINEER

IDM:dh

cc A. E. Johnson

RECEIVED
BY
FOR FILING

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

I-5-5(47)283
7452

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE: May 6, 1971

In reply refer to: 08-35-DA

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon I-5-5(47)283
Hubbard Interchange Section
Pacific Highway
Contract Time

Mr. Hall's May 3 letter draws attention to a typographical error in Section 108.08 of the special provisions for this project. In addition to the data presented in support of the intent of the contract we note that the Area Engineer's Initial Inspection Report makes reference to 325 calendar workdays.

We concur in your intent to administer contract time on the basis of calendar workdays as requested by Mr. Hall.

NOTED
L. R. KLAGGE

REFERRED TO
up to Hall - Morgan
BY ASST. STATE HWY. ENGR.
5-7-71

RECEIVED
MAY 7 '71
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
MAY 10 1971
FOR FILING
STATE OF OREGON

OREGON STATE HIGHWAY DIVISION

I-5-5(47)283
7452

HIGHWAY BUILDING • SALEM, OREGON • 97310

May 3, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Dear Mr. Simpson:

Subj: Hubbard Interchange Section
Project No. I-5-5(47)283

It has been noted that on page 5 of the contract for the subject project, a typographical error was made in the completion time set for the completion of all work under the contract. In paragraph (b) under Section 108.08 the completion time should read 325 calendar workdays.

For your information, we are enclosing copies of the following data which indicate the intent was that the completion time be given in calendar workdays rather than calendar days:

1. Fly sheet from special provisions.
2. Fly sheet from proposal.
3. Page 5 of the contract on which the error was made.
4. Work sheet from Construction Section indicating the workday allocation for projects on July 23, 1970 letting.
5. Project record sheet from specification writer's file.
6. Field engineer's weekly report indicating that time has been charged on the calendar workday basis since construction began on project.

7. Preconstruction conference report by C. I. Christianson indicating his presence when contractors proposed work schedules were discussed.

We call this to your attention and ask your concurrence in using 325 calendar workdays as the completion time for this project.

Very truly yours,

R. L. Porter
State Highway Engineer

By Frank L. Hall
Frank L. Hall
Design Engineer

F. B. KLABOE

ALB:jc
Enclosure
cc: F. B. Klaboe
I. D. Merchant
F. D. Morgan
L. H. Young
C. G. Swenson (w/enc.)

F. B. KLABOE

RECEIVED
MAY 4 1971
OFFICE OF
STATE HIGHWAY ENGINEER

Hy sheet for special provisions

DESCRIPTION OF WORK

Grading, Paving, Structures, Signing & Illumination
Hubbard Interchange Section
Pacific Highway
Clackamas County

TIME AND PLACE OF RECEIVING PROPOSALS

Proposals for the work described above will be received and opened by the State Highway Commission of the State of Oregon in Room 122 of the State Highway Building in Salem, Oregon, at 9:00 A.M. on the twenty-third day of July, 1970.

COMPLETION TIME LIMIT

The "C" Line, "N" Line, "FR" Line and "E" Line, including Bridge No. 7624A, shall be completed and ready for traffic before the elapse of 190 calendar workdays.

All work to be done under the contract shall be completed in its entirety before the elapse of 325 calendar workdays.

Recording of the elapse of the calendar workdays will begin with the tenth day (excluding Sundays and legal holidays) following the date upon which the contract and performance bond forms are mailed to the contractor for execution.

CLASS OF PROJECT

This project is a "Federal-Aid Interstate Highway Project".

SWORN STATEMENT

A sworn statement relating to noncollusion is required to be submitted with each bid for this project. The statement to be executed accompanies the proposal for the project.

PROJECT INFORMATION

Information pertaining to this project may be obtained in the field from the following:

L. W. Rulien, Division Engineer, 9200 S.E. McLoughlin Blvd., Milwaukie, Oregon, Phone 654-7741, Ext. 262
Warren E. Mueller, Resident Engineer, 6378 S.W. Carman Dr., Lake Oswego, Phone 636-5461

Highlight from proposal

DESCRIPTION OF WORK

Grading, Paving, Structures, Signing & Illumination
Hubbard Interchange Section
Pacific Highway
Clackamas County

TIME AND PLACE OF RECEIVING PROPOSALS

Proposals for the work described above will be received and opened by the State Highway Commission of the State of Oregon in Room 122 of the State Highway Building in Salem, Oregon, at 9:00 A.M. on the twenty-third day of July, 1970.

COMPLETION TIME LIMIT

The "C" Line, "N" Line, "FR" Line and "E" Line, including Bridge No. 7624A, shall be completed and ready for traffic before the elapse of 190 calendar workdays.

All work to be done under the contract shall be completed in its entirety before the elapse of 325 calendar workdays.

Recording of the elapse of the calendar workdays will begin with the tenth day (excluding Sundays and legal holidays) following the date upon which the contract and performance bond forms are mailed to the contractor for execution.

CLASS OF PROJECT

This project is a "Federal-Aid Interstate Highway Project".

SWORN STATEMENT

A sworn statement relating to noncollusion is required to be submitted with each bid for this project. The statement to be executed accompanies the proposal for the project.

IDENTIFICATION OF APPLICABLE SPECIAL PROVISIONS

The Special Provisions applicable to the above-described work, as it is to be bid upon at the time and place above stated, are those in which both the description of the work and the stated time and place of receiving proposals are the same as stated above.

Contractors are cautioned against basing their proposals on Special Provisions bearing any different description or date.

Pay from special provisions and contract

Hubbard Interchange Section

108.04 Preconstruction Conference, Schedule, and Limitation of Operations - The contractor shall, in preparing his work schedule consider the following:

1. Before any work is performed which would interfere with the existing traffic pattern, the temporary interchange at Butteville Road shall be constructed.

2. Remodeling of the existing northbound Pacific Highway structure (Br. No. 7794A) shall not be commenced until the new southbound structure (Br. No. 7794B) is completed and detours have been constructed for the routing of northbound traffic.

108.08 Contract Time for Completion of Work - Modifying subsubsections 108.08 and 108.10, there will be two "Contract Times" and two daily amounts of liquidated damages as set forth in the lettered paragraphs which follow:

(a) The "C" Line, "N" Line, "FR" Line and "E" Line including Bridge No. 7624A shall be completed and ready for traffic before the elapse of 190 calendar workdays.

(b) All work required under the contract shall be completed before the elapse of 325 calendar days.

(c) Recording of the elapse of calendar workdays will begin with the tenth calendar day (excluding Sundays and legal holidays) following the date upon which the contract and performance bond forms are mailed to the contractor for execution.

(d) Under (a) above, the daily amount of liquidated damages shall be $150. Under (b) above, the daily amount of liquidated damages shall be $300. If liquidated damages should become payable concurrently under (a) and (b) above, the daily amount of liquidated damages shall be $300.

SECTION 109 - MEASUREMENT AND PAYMENT

109.09 Partial Payments and Retained Amounts - Notwithstanding the first paragraph of this subsection, the amount to be retained in protection of the State's interest is not to include any portion of the value of force account work, it being understood that partial payments to the contractor are to include the full amounts due for force account work.

WORKDAY ALLOCATION
PROJECTS FOR LETTING
JULY 23, 1970

NAME OF PROJECT	NO. WORK-DAYS ALLOTTED	COMPLETION DATE ANTICIPATED	CONCURRENCE BY
#3.12M 25 structures in sequence — Hubbard Intchge.	325 cal work	Oct. 15, '71	Chart - the N. bound structure 4 mos. ea. control.
Talbot Rd.-N. Albany Int. (R.I.)			
Emigrant Hill Scale Site			
$1.2M over-lay & widen Ross Island Br.-Reedway St	250 cal work	July 31, '71	Lay low look at this 6/3 E. will go to Limbaugh. No difficult stages - can do some winter work
Gap-Tygh Grade Summit T.O. 7 mi. to 8-13-70	260 cal. work	~~Aug. 10, '71~~ easy next season job.	
E. Burnside-S.E. 96th (Portland)		Aug. 31, '71	
Pacific Hwy. West Prairie Rd. & Roosevelt Blvd. at KITTRIDGE AVE. (re-shot from 6-24-69)	60 cal. work	Oct. 20, '70	commercial comm.
$165,000 ~~Columbia R. Hwy.-Old Portland Rd.~~ 6000 T. base 2000 T. asph. 4" O.T. B", 1 curbs			
$145,000 3500 T. A.C., 11,000 c.y. exc.; N. Foss Ave.-N. Woolsey Ave.	70 cal. work	Oct. 30, '70	(Utilities)
Johnson Cr. (Foster Rd.) Bridge			
FAS $200,000 Gr. & Pave. 1 deep cuts. 15% grades. Airstrip Rd.-Pudding River Br.	— to 9-2-70		wrong time to contract. Discussed with Asbury & Co. - City = delay
Pacific Hwy. W.-NW Expressway			
South Umpqua River (Oak St.) Bridge	To Shelf		
(from 12-15-69 & 5-12 & 7-23-70) was 130 then 100 Barth Crossing-US 30 Conn.	90 cal work	Nov. 20, '70	Wrong time to contract. - may have to carry over as a "5 top work",
$365,000 FAS 42,500 Gr. 4" AC; 35,600 sq. yd. 12" c.y. grid roll (under base) Frenchglen Hwy.-Wildlife Hdqts.	225 cal. work	July 5, '71	6800 T. crushed A.C.; work - light traffic (2") - O.K. on curves thereafter.
$125,000 Over-lay (Corps Engrs.) 2 mi. Foster-Hufford Rd. 12,000 T. "B" A.C.	60 cal work	Oct. 20, '70	(Comm. Sewell & Johnson)
$130,000 Storm sewer; 15"-20" + manholes. 122nd Ave.-140th Ave. 3000 L.F. under	120 cal work	Dec. 20, '70	overpass with N. Western - with R. in 1968. $361,000 = 300 days old-cost would = 110.
10th St. & Walnut St. (Hillsboro)			
(Corvallis) Conifer Blvd. @ Pacific Hwy. W.			
$140,000 1½ mi. 120,000 c.y. exc. (no grade change) 40,000 T. rock 16,000 T. A.C. Squaw Cr.-Cloverdale Rd.	70 cal. work (work quick)	Oct. 25, '70	Attention - Lower (may have to shut down - Leo wants to delay this job.
Alameda & Esplanade Sts. (K. Falls)			
M.P. 56.6-Weyerhaeuser Rd.			
$37,000 Corvine (5th St.) Alternate 2820 T. A.C. - 10" base. drainage - 2 inlets - 96' pipe.	50 cal. work	Oct. 19 70	Can shut off traffic.

PROJECT RECORD

Name [illegible] Section

Highway [illegible]

County [illegible] County

Division 2

Field Specs. Rec'd

Specs. Started By [illegible] On 5-20-70

Specs. Finished By [illegible] On

Project No.

Letting Date July 23, 1970

Type of Work G.I. Pr. Stb. Cgrng.

Class of Project FAP

Allotment

Field Engineer's Estimate

Office Estimate

R/W-Bldgs.

Railroad

Structures

Contract No. [illegible]

Material Sources Decker pay rock 1½-0 Rock in CTB & all in-
St Stub Rock full then 6/16/70

Lab Reports

Workdays 325 Calendar Workdays (Oct 15, 1971) Bond Clause
[illegible] Completion [illegible] Calendar Workdays for Base Eq. [illegible]

Landscaping

Traffic Est.

Utilities Est. No reimbursable — (All Rock 6/5/70)
[illegible] Telephone [illegible] Not Affected

Misc. Items
[illegible] Corrugation [illegible]

FORM 6-1 (REV 12-66)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Hubbard Interchange Section		WEEK ENDING: [illegible] 1971
		SECTION PREFIX: 603-1010
HIGHWAY: Pacific		COUNTY: Clackamas
NAME OF JOB: Hubbard Interchange Section	KIND OF WORK: Grading, Paving, Structures, Signing and Illumination	
CONTRACTOR: Peter Kiewit Sons' Co.	CONTRACT NUMBER: 7452	FEDERAL AID PROJECT NUMBER: I-5-5(47)283
DATE OF CONTRACT: August 18, 1970	DATE WORK STARTED: August 24, 1970	ESTIMATED COMPLETION DATE: (a) 6/23/71, (b) 11/5/71
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 4.1 SUPERVISION	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 190, 325	CALENDAR DAYS USED 114
PROJECT AUTHORIZATION $4,137,073.87	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED
EXCLUSIVE OF ENGINEERING $3,842,881.95	ENGINEERING AUTHORIZATION $294,191.92	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 31
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $3,842,881.95	ENGINEERING COST TO DATE $[illegible]	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 34
ESTIMATED PERCENT OVERRUN UNDERRUN ____%	PERCENT OF AUTHORIZATION [illegible]%	DATE PROJECT WAS COMPLETED

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE 1"-0	OIL AND/OR PAVE.	MAT'L. PROD	CTB [illegible]	Emb. Found.
[illegible]	[illegible]	60	[illegible]	[illegible]	[illegible]	CTB [illegible]	

	GRADING	1"-0 SURFACING	MAINTENANCE MATERIALS	CTB [illegible]	PAVING
MILES IN PROJECT	1.14	1.14		1.14	1.14
MILES PARTIALLY COMPLETED	[illegible]	[illegible]		[illegible]	[illegible]
MILES COMPLETED	[illegible]	[illegible]		[illegible]	[illegible]
TOTAL ESTIMATED QUANTITIES (CONTRACT)	533,800	29,000		77,500	56,400
TOTAL QUANTITIES CORRECTED TO DATE	[illegible]	[illegible]		[illegible]	[illegible]
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	[illegible]	[illegible]		[illegible]	[illegible]
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK: [illegible] 1 compressor, 1 welding.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	7624A	7624B	7794A	7794B	9870	Ret. Wall	Signing	Illum.
PERCENT	[illegible]	[illegible]	[illegible]	[illegible]	30	0	0	0

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 4	[illegible]	1		
MONDAY 5	[illegible]	1		[illegible] Hauling [illegible]
TUESDAY 6	[illegible]	1		[illegible]
WEDNESDAY 7	[illegible]	1		[illegible]
THURSDAY 8	[illegible]	1		

FORM FP-33 (REV. 2-7) cc:OSHD

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

INSPECTION REPORT

REGION NO.	REPORT ON	DIVISION
8	Preconstruction Conference	Oregon
DATE OF INSPECTION	**INSPECTION MADE BY**	**PROJECT NO.**
9-1-70	C. T. Christianson, Area Engineer	I-5-5(47)283
IN COMPANY WITH	Bob Nunes, Engineer Trainee, FHWA	

REMARKS

HUBBARD INTERCHANGE SECTION
PACIFIC HIGHWAY
Grading, Paving, Structures, and Illumination

During this preconstruction conference the contractor discussed proposed work schedules and coordination with State and utilities operations. A discussion of utilities' work and coordination of such work with the contract operations was held. No significant problems are anticipated in this area.

The preconstruction conference was conducted by Al Harwood, Regional Construction Engineer, OSHD. Representatives from Peter Kiewit Sons' Co., Aurora Telephone Company, Portland General Electric, Northwest Natural Gas, Federal Highway Administration, and the Oregon State Highway Division were in attendance. Also in attendance were Warren Mueller, Resident Engineer, and Ed Holland, Assistant Resident Engineer, OSHD.

Signing and temporary traffic delineation was discussed and there may be some problems on detour routes in turning traffic and maintaining control through the temporary interchange at ~~Hazelway~~ Butteville Road. It was agreed that some improvements may be necessary upon installation and adjustments would be made in the field as necessary. Traffic control and accommodation was emphasized by Mr. ~~Hudson~~ Price and the contractor was urged to take all possible steps to provide for full flow of traffic through the project. It was considered advisable to publicize all road closures as soon as a firm date has been established for cutoff of roads leading to and from the Hubbard Interchange.

NOTED
A. E. JOHNSON

The EEO provisions of the contract were discussed very thoroughly and appearances at this conference confirmed a firm EEO policy on the part of Peter Kiewit Sons Co.

NOTED
E. O. ENGINEER

9/23/70
Copies to:
Merchant
Lucien
Mueller
Gallagher
Hutchens
Tw

The contractor proposed a very vigorous schedule for pursuing work on this project and indicated that paving on two of the ramps could be expected by the end of this month. If the contractor remains firm on this schedule, and is able to conduct his activities accordingly, It should be noted that the current engineering staff for this project is extremely deficient in number of personnel. This situation can be more favorably analyzed in a week or so when the contractor's operations achieve full impact.

NOTED
TOM EDWARDS

RECEIVED
SEP 22 1970
OFFICE OF
STATE HIGHWAY ENGINEER

EDITION OF 1-65 MAY BE USED.

U.S. GOVERNMENT PRINTING OFFICE: 1966-814-638

FORM E-30

FOR FILE

I-5-5(47)283
7452

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97202
May 3, 1971

SUBJECT:

Traffic Handling
Hubbard Interchange
Contract No. 7452

To:

Mr. Warren E. Mueller
Resident Bridge Engineer
6378 S.W. Carman Drive
Lake Oswego 97034

NOTED
A. E. JOHNSON

I am in receipt of a letter written to you from Mr. Kearney, General Superintendent Peter Kiewit, dated April 30, 1971 which concerns lane closures on the subject project.

The Standard Specifications, particularly article 107.18 which concerns public safety and convenience, impose on the contractor responsibility to operate and conduct his activities at all times to insure the least possible obstruction or hazard to traffic. This article also requires the contractor, prior to undertaking any work which conflicts with traveled roadways, to work out a plan that has your approval, and that insures that traffic will be handled satisfactorily.

It has very definitely been our experience (not our opinion) but our experience that interference with a lane of traffic after 3 p.m. causes congestion to the point where the traffic cannot be handled satisfactorily through the job. We are not imposing a changed condition on the contractor, and if he can devise a plan which will receive our approval and which will give reasonable warrants that traffic will be handled safely and expeditiously through the work, we will be happy to consider it.

L. W. Rulien
Regional Engineer

RECEIVED
MAY 4 1971
OFFICE OF
STATE HIGHWAY ENGINEER

LWR:fb
cc A. E. Johnson
F. D. Morgan

April 30, 1971

DE ADE ADE OE
MAY 1 1971
TE UE DES

Oregon State Highway Department
6378 S. W. Carman Drive
Lake Oswego, Oregon 97034

Attention: Warren Mueller
Resident Engineer

Re: OSHD Contract 7452
Hubbard Interchange
Hubbard Job 4360
Serial Letter V-60

Gentlemen:

We have been directed, both verbally and by letter, to limit one-lane restriction of the freeway on this project to the hours of 8 A.M. to 3 P.M. each day. This directive makes it impossible to run a continuous one shift operation on grading work requiring cross freeway hauls.

In order to reduce our traffic problems, we have planned to haul only the minimum possible quantity across the freeway lanes. The material we must haul across the freeway was, until today, scheduled to be hauled on a continuous 8-hour shift, with the freeway traffic reduced to one lane northbound and southbound to facilitate a safe merging-crossing type haul pattern. In our opinion, this haul pattern cannot be improved upon.

The special provisions do not limit our use of the freeway. Nothing is contained in the contract plans and/or specifications which indicates that we are unable to perform this planned work on a continuous basis. We do not argue with the basis for the Highway Department's restriction of our use of the freeway crossing, but we cannot accept the increased costs this restriction imposes upon our operations. We are now forced to either shut down after 6½ hours of operation, and pay our men for 8 hours, or spend 30 to 45 minutes changing our haul pattern and fill operations to alternate locations where freeway traffic is not interrupted. We believe the latter course of action is the least costly.

We request issuance of a change order to provide payment for labor and equipment downtime resulting from this directive. Specifically, we request that labor and standby equipment costs be paid for the non-productive period of time associated with the changing of a cross freeway haul pattern. Our project superintendent will furnish your representatives daily reports on these costs as they are incurred.

Yours very truly,

PETER KIEWIT SONS' CO.

Leonard W. Kearney
General Superintendent
P.O. Box 1777
Vancouver, Wash 98663

LWK/lh

cc: Res. Eng. (3)
Job
File
L. Rulien, Regional Engineer (Milwaukie)

RECEIVED
APR 22 1971
FORM 8350

NOTED
N. E. JOHNSON

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
April 21, 1971

To: MEMO TO THE FILE

SUBJECT: Hubbard Interchange Section
Pacific Highway
Contract No. 7452

Traffic handling procedures on the subject project particularly with regard to lane closures, have been investigated and reviewed by this office on several occasions. Contrary to what has been more or less standard provisions in previous contracts on this section of the Pacific Highway, a provision requiring four lanes of traffic to be maintained was not included in the specifications for this project.

Certain operations, such as removal of the old overcrossing structure necessitates lane closures. For other operations safety and convenience of the traveling public can be increased by lane closures. Operations falling into this category would include: Work adjacent to the traveled lanes, or work which required equipment to be pulling on or off of the traveled lanes, such as construction in the median area. For other operations alternates to permitting a lane closure would impose a severe economic burden on the contractor. Specification Sections 104.05 and 107.18, as it applies to traffic have been reviewed with the contractor and the contractor made aware of his responsibilities regarding adequate handling of traffic. Traffic counts and experiences indicate lane closures can be made at certain times with minor if any inconvenience or increased hazard to traffic.

In allowing any lane closures the alternatives have been carefully considered as well as the contractors plan for protecting the lane closure and providing for traffic. Restrictions regarding time of closures, weather and duration have been imposed. Lane closures for placing concrete on the southbound I-5 structure have been allowed on the basis that an alternate method of placing this concrete would impose a severe hardship on the contractor. With an alternate eliminating a lane closure, trucks would be pulling in and out of traffic lanes creating as great a hazard to traffic as closing a lane.

The hours of closures and procedures for accomplishing the work has been reviewed with the contractor to the extent that we were satisfied that the operations could be completed or discontinued so as to allow restoration of traffic to its normal pattern by three in the afternoon. A number of pours have been made at the structure with no problem.

On Thursday April 15, a form failure occurred which delayed completion of the pour and re-establishment of two lanes of southbound traffic until about 5:30 p.m. The inspector on the pour advises that there were no traffic problems except at about 5 in the afternoon or shortly after when a wide-slow moving load moved through the project. This did create some backup traffic. I passed through the project shortly after 5:30 at which time two lanes of traffic southbound had been restored with no sign of any problem having occurred. We have no knowledge of any accidents occurring during this pour.

As of this date, there remains three pours on the southbound structure for which lane closures are planned. By copy of this Memo, the resident is directed to require the contractor to maintain a flagman at the point of restriction, whenever a lane is closed, not just part of the time as is now the practice and to continue to keep this office fully informed of lane closures.

L. W. Halsen
Regional Engineer

by

A. C. Harwood
Regional
Construction Engineer

ACH/hd
cc: A. E. Johnson
I. D. Marchant
Warren Mueller

RECEIVED
APR 22 19
OFFICE OF
STATE HIGHWAY ENGINEER

Form E-208—5M

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

I-5-5(47)283
7452

APPROVED EFFECTIVE DATE 4-19-71
Contingent upon modification of project agreement if additional funds are required.
BY [signature]
TITLE Dist. Engineer

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Hubbard Interchange Section — Date April 2, 1971, 19

Highway Pacific — FEDERAL HIGHWAY ADMINISTRATION — Contract No. 7452

County Clackamas — Prefix 603-1010

Contractor Peter Kiewit Sons' Co. — F. A. Project No. I-5-5(47)283

Address P.O. Box 1777, Vancouver, Wn. 98663 — Order No. 7

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: 1. Reinstall end sedtion on the 60 inch sewer pipe station "N" 600+20. 2. Construct paved end slope and cutoff wall according to drawing no. 2123 (modified) attached.

1. Maximum rental rates as per A.G.C. agreement.
2. Percentage allowed the contractor to be in accordance with the executed contract for this project.

CY Eng 4-20-71
Orig Morgan 4-21-71

Location by station numbers: "N" 600+20

RECEIVED
APR 20 1971
OFFICE OF
STATE ENGINEER

Estimate of quantities and cost:

Materials	$100.00
Equipment	150.00
Labor	250.00
Total	$500.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work") This pipe and end section was installed is accordance with the plans and standard specifications. Water from winter rains floated the end section out of the trench. A paved end slope would correct this problem.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$4,137,073.87
Present estimate of project cost, including $ 500.00 for work under this order	$4,137,073.87
Expected under-run / over-run amount	$ none
Expected under-run / over-run per cent	none

Space to right of this line is for use of Salem Office

Submitted by: [signature] Resident Engineer

Approval Recommended: [signature] Division Engineer

Approval Recommended: [signature] Construction Engineer or Bridge Engineer

Approved: [signature] Construction Engineer or Office Engineer.

SP*23577-734

Form FHWA-121 (12-

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

JAN 8 - 1971

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE: January 5, 1971

In reply refer to: 08-35-DA

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-5(47)283
Hubbard Interchange Section, Pacific Highway
State Force Order No. 10
Total Estimated Amount of the Order - $1,250
Federal Participation - $1,125

Reference is made to Mr. Bond's letter of December 28, 1970 concerning the subject order.

The use of State Forces is approved as being in the public interest under provision of PPM 21-6.2 for the following reasons:

1. The contractor is neither properly equipped nor staffed to perform the work contemplated under the order.

2. Due to current weather conditions the work must be scheduled intermittently as conditions allow.

3. The State has the necessary special equipment and trained personnel to perform the work most economically.

4. This temporary delineation is considered a necessity for the public safety during the winter season.

Delineation should be in conformity to the requirements of the Manual on Uniform Traffic Control Devices and will thus be eligible for participation under the provisions of Paragraph 6 of PPM 21-15.

Federal participation will be based on the agreed unit price as stated on the Order. The estimated total costs of the work to be done under this order is $1,250 with Federal participation of $1,125.

Enclosure
State Force Order No. 10

original to construction
1-8-71

NOTED
TOM EDWARDS

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Form F-186—9M

STATE COPY

G-11

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

APPROVED EFFECTIVE DATE 1-12-71
Contingent upon modification of project agreement if additional funds are required.
BY _____ Dist. Engineer
DATE 1-5-71 Order No. 10
FEDERAL HIGHWAY ADMINISTRATION

Project Name Hubbard Interchange Section Date December 16, 1970

Highway Pacific Contract No. 7452 F. A. Project No. I-5-5(47)283

County Clackamas Prefix 603-1010 Account No. 274-09-10 Fund 5

Description of Work To Be Done: Install traffic markers for temporary traffic control through the project, at approximately 80 foot centers.

Location by Station Numbers: 580 to 640

Estimate of Quantities and Costs:

Type I Monodirectional Chrysals, 500 ea. at $2.50/ ea. = ~~$500.00~~ $1250.00 Fmw

Explanation: To provide better traffic contral through the project. State is equipped to do this work when weather permits.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	~~$4,137,073.00~~	$4,137,073.87
Present estimate of project cost, including $500.00 ~~1250.00~~ for work under this order	$4,137,073.00	
Expected under-run / over-run (amount)	$ none	
Expected under-run / over-run (per cent)	none	

Space to right of this line is for use of Salem Office

Submitted by: Marvin L. Mueller Resident Engineer

Approval Recommended: Wilbur L. Hart Construction Engineer or Bridge Engineer

Approval Recommended: Allen Howard Division Engineer

Approved: [signature] Deputy State Highway Engineer ~~Assistant State Highway Engineer~~ Construction ~~Office Engineer~~.

State Printing

RECEIVED
JAN 8 - 1971

Form FHWA-121 (12-

UNITED STATES GOVERNMENT

FOR FILE

I-5-5(47)283
14.2

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. R. J. Porter, State Highway Engineer
Salem, Oregon

DATE: January 5, 1971

In reply refer to: 08-35-DA

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-5(47)283
Hubbard Interchange Section, Pacific Highway
State Force Order No. 8
Total Estimated Amount of the Order - $3,400
Federal Participation - $3,130

Reference is made to Mr. Young's letter of December 30, 1970 concerning the subject order.

The use of State Forces is approved as being in the public interest under provision of PPM 21-6.2 for the following reasons:

1. The contractor is neither properly equipped nor staffed to perform the work contemplated under the order at this time.

2. The State has the necessary equipment and personnel to perform the work most economically.

Illuminated overhead signing to be installed at this location is considered essential to the safety of traveling public. Federal participation will be based on an actual cost basis.

Enclosure
State Force Order No. 8

original to construction
1-8-71

POSTED
TOM EDWARDS

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Form A-180—Rev

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

APPROVED EFFECTIVE DATE 11-9-70
Contingent upon modification of project agreement if additional funds are required
BY [signature]
TITLE Dist. Engineer
DATE 1-5-71 Order No. 8
FEDERAL HIGHWAY ADMINISTRATION

Project Name Hubbard Interchange Section Date November 9, 1970

Highway Pacific Contract No. 7452 F. A. Project No. I-5-5(47)283

County Clackamas Prefix 603-1010 Account No. 274-08

Description of Work To Be Done: Erect and remove illuminated sign bridge.

Location by Station Numbers: "LS" 558

RECEIVED
NOV 20 1970
BRIDGE DIVISION

Estimate of Quantities and Costs:

Labor	~~XXXXXX~~	$2,500.00
Materials	~~XXXXXX~~	~~2,000.00~~ 400.00
Equipment	~~XXXXXX~~	500.00
Total	~~XXXXXX~~	~~5,000.00~~ 3,400.00

Explanation: State is equiped to do this work since it has the materials, equipment and men available. Time being of the essence due to accidents that have been occuring due to the speed at which the traveling public is entering this transition from three lanes at 70 mph to two lanes at 50 mph.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$4,137,073.00
Present estimate of project cost, including ~~$5,000.00~~ $3,400 for work under this order	$4,137,073.00
Expected under-run / over-run (amount)	$ none
Expected under-run / over-run (per cent)	none

Space to right of this line is for use of Salem Office

Submitted by: [signature] Resident Engineer

Approval Recommended: [signature] Division Engineer

Approval Recommended: [signature] Construction Engineer or Bridge Engineer

Approved: [signature] Deputy State Highway Engineer ~~Assistant State Highway Engineer~~ Construction ~~Office~~ Engineer.

cc: Adams

State Printing OK

RECEIVED
JAN 22 1971
OFFICE OF
STATE HIGHWAY ENGINEER

I-5-(47)283

7452

Form R 109-4M

STATE COPY 6 - 1

OREGON STATE HIGHWAY DEPARTMENT

APPROVED EFFECTIVE DATE 1-26-71
Contingent upon modification of project agreement if additional funds are required

BY _____ Dist. Engineer

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

DATE January 20-71 1971

FEDERAL HIGHWAY ADMINISTRATION

Project Name Hubbard Interchange Section

Highway Pacific

County Clackamas

Contractor Peter Kiewit Sons' Co.

Address P.O. Box 1777, Vancouver, Wn. 98663

Contract No. 7452

Prefix 603-1010

F. A. Project No. I-5-5(47)283

Order No. 6

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Install additional 50 foot mounting height wood poles and 1000 W MV lamps on the north bound lanes and turning the arms when stage III traffic change is made. Provide payment for electric energy, based on PGE bills for lights at Butteville Road, for lights added or placed in operation ahead of stage construction.

1. Maximum rental rates as per A.G.C. agreement.
2. Percentage allowed the contractor to be in accordance with the executed contract for this project.

Location by station numbers: Throughout the project north bound. See attached plan.

NOTED
A. E. JOHNSON

Estimate of quantities and cost:

Materials	$896.00
Labor	980.00
Equipment	224.00
Electric Power	464.00
Total	$2,564.00

NOTED
TOM EDWARDS

Explanation: (Explain here the conditions which cause this work to be classed as "extra work") Additional temporary lighting required to illuminate north bound traffic. Accidents have occured and it was felt that this added illumination would make it safer for the traveling public.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$4,137,073.87
Present estimate of project cost, including $2,564.00 for work under this order	$4,137,073.87
Expected under-run / over-run amount	$ none
Expected under-run / over-run per cent	none

Space to right of this line is for use of Salem Office

Submitted by: Warren E. Miller
Resident Engineer

Approval Recommended: Walter J. Hart
Construction Engineer-or-Bridge Engineer

Approval Recommended: Ellis Manning
Division Engineer

Approved: R. H. Baldock
Deputy-or-State Highway Engineer,
State Highway Engineer-or-Office Engineer

1-26-71

RECEIVED
JAN 5 - 1971
FOR FILING

I-5-5(47)283
14-1

185

January 4, 1971

Mr. R. E. Simpson, Division Engineer
Federal Highway Administration
Post Office Box 200
Salem, Oregon 97306

Dear Sir:

Re: Hubbard Interchange Section
FAP No. I-5-5(47)283
State Force Order No. 8
Contract No. 7452
Your Ref. 08-33-BA

Your letter of November 30, 1970, withheld approval of the subject State Force Order for erection of a temporary sign bridge pending submission of an explanation of the estimated $2,000 for material costs.

This work was undertaken on an expedited basis and the order was prepared without benefit of a detailed material list; also, it was based on a little different signing plan than was actually installed. The materials item was certainly not intended to cover the major salvagable components such as the sign bridge structure, the mesa signs, and controllers.

A revised State Force Order is being submitted to you in the usual channels and it includes a materials component in the amount of $400. This is intended to cover only the nonsalvagable or expendable materials such as the reinforcing steel in the footings, which was furnished by the State, and the necessary hook-up wiring, conduit, bolts, and miscellaneous hardware. We understand that a detailed breakdown of these materials will not be required for your approval of the order.

Very truly yours,

R. L. Porter
State Highway Engineer
By

A. E. Johnson
Assistant State Highway Engineer

cc R. L. Porter
Tom Edwards
F. D. Morgan
JAB:fw ms

Form FHWA-12 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE: November 30, 1970

In reply refer to: 08-35-DA

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-5(47)283
Hubbard Interchange Section
Pacific Highway
State Force Order No. 8

Mr. Bond's letter of November 24 submitted State Force Order No. 8 for approval on a participating basis. Advance approval for erection of a temporary sign bridge was given on October 30 by the Assistant Division Engineer on a participating basis.

Federal participation in this order will cover the cost of equipment, labor, and miscellaneous expendable materials necessary for erection only. The sign bridge and signs are property of the State and will remain so after removal. Footings are covered by extra work order. The order as submitted includes an estimated cost of materials in the amount of $2000. Please resubmit State Force Order No. 8 with an itemized supporting estimate for the cost of materials.

All copies of the order are returned herewith for your use in resubmittal.

Enclosure

Routing

Morgan
Decker
Bond
Walker
Boehme
Johnsen

RECEIVED
DEC 2 1970
CONSTRUCTION DIVISION

Pease
Swan
Glenn
Litchfield
Gallagher
Stein

RECEIVED
DEC 2 1970
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

CONTRACT REVISION AUTHORIZATION - OREGON STATE HIGHWAY DIVISION

Contract No. 152 Section Hubbard Interchange FA No. I-5-5(47)283

Type Revision SFO No. 8 Amount $ 5000 ⁰⁰ Funds in Author. $ OK

Status Total Project Author.: Over ____ % $ _____ Under ____ % $ _____

Explanation (why) and Comments

Furnish, erect and remove temporary sign bridge over SB lanes where traffic accidents have occurred. Sign bridge to become property of State. FHWA will not participate.

Method of Payment State Force Work Est. increase decrease in cost $ 5000 ⁰⁰

Price checked by Cost Analyst _____ Discussed Asst. Bridge Engr. A.A. Rear

Discussed with C.T. Christiansen on 11-20-70 by B.I. Ulvall

Action Recommended:
- ☐ APPROVAL
- ☐ SUBJECT TO REVIEW
- ☐ OTHER
- ☐ PARTICIPATING
- ☐ WITH COST JUSTIFICATION
- ☑ TENTATIVE APPROVAL TO PROCEED 11-9-70
- ☐ NON PARTICIPATING
- ☐ WITH SUPPORTING DATA

✓

Form A-105—5M

G-1P

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 8

Project Name Hubbard Interchange Section Date November 9, 1970

Highway Pacific Contract No. 7452 F. A. Project No. I-5-5(47)282

County Clackamas Prefix 603-1010 Account No. 274-08

Description of Work To Be Done: Erect and remove illuminated sign bridge.

RECEIVED
NOV 20 1970
BRIDGE DIVISION

Location by Station Numbers: "LS" 558

Estimate of Quantities and Costs:

Labor	~~$XXXXXX~~	$2,500.00
Materials	~~XXXXX~~	2,000.00
Equipment	~~XXXXX~~	500.00
Total	~~XXXXXXX~~	$5,000.00

Explanation: State is equiped to do this work since it has the materials, equipment and men available. Time being of the essence due to accidents that have been occuring due to the speed at which the traveling public is entering this transition from three lanes at 70 mph to two lanes at 50 mph.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$4,137,073.00
Present estimate of project cost, including ~~$XXXXXX~~ 5,000.00 for work under this order	$4,137,073.00
Expected under-run / over-run (amount)	$ none
Expected under-run / over-run (per cent)	none

Space to right of this line is for use of Salem Office

Submitted by: [signature] Resident Engineer

Approval Recommended: [signature] Division Engineer

Approval Recommended: [signature] Construction Engineer or Bridge Engineer

Approved: [signature] ~~Deputy State Highway Engineer~~ ~~Assistant State Highway Engineer~~ ~~Engineer of~~ Construction ~~Office~~ Engineer.

State Printing OK

JAN 4 - 1971

FOR FILING

I-5-5(47)283
7452

December 30, 1970

Mr. R. H. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 500
Salem, Oregon 97308

Contract 7452
Prefix 603-1010
FAP I-5-5(47)283

Dear Sir:

Herewith for your consideration and approval are copies of State Force Order No. 8 covering erection and removal of a temporary illuminated sign bridge on the Hubbard Interchange Section of the Pacific Highway in Clackamas County.

This order covers erection and removal by State forces of a temporary sign bridge at "LS"558 where the southbound lanes converge from three to two and various accidents have occurred. This work should alleviate the present hazard and provide better control of the traffic.

The sign bridge and signs are the property of the State and will remain so after removal. Federal participation in this order will cover the cost of equipment, labor and miscellaneous expendable materials which are necessary for erection and removal. There will be no salvageable materials. Concrete footings will be installed by the contractor under an Extra Work Order.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer on November 9, 1970.

Your approval as of November 9, 1970 is requested.

Very truly yours,

R. L. Porter
State Highway Engineer

By

John A. Bond
Construction Administration Engineer

JK:fw

RECEIVED
DEC 29 1970
FOR FILING

I-5-5(47)283

7452

December 28, 1970

Mr. R. H. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97306

Contract 7452
Prefix 603-1010
FAP I-5-5(47)283

Dear Sir:

Herewith for your consideration and approval are copies of State Force Order No. 10 covering installation of traffic markers for temporary traffic control on the Hubbard Interchange Section of the Pacific Highway in Clackamas County.

This order covers the cost of furnishing and installing Type 1 Monodirectional crystal traffic markers throughout the project. This temporary traffic control work is necessary to provide safety to the public during the construction of the project.

The contractor is neither properly equipped nor staffed to perform this work. The State has the necessary staff and equipment to do the work at intervals required.

The estimated cost of this work is $1,250 with Federal participation of $1,125.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer December 17, 1970.

Your approval as of December 17, 1970 is requested.

Very truly yours,

R. L. Porter
State Highway Engineer

By

John A. Bond
Construction Administration Engineer

BMW:fw

RECEIVED
NOV 27 1970

FOR FILING
I 5.5(47)-283
7452

November 24, 1970

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Contract 7452
Prefix 608-1010
FAP I-5-2(47)283

Dear Sir:

Herewith for your consideration and approval are copies of State Force Order No. 8 covering erection and removal of a temporary illuminated sign bridge on the Hubbard Interchange Section of the Pacific Highway in Clackamas County.

At "LS" 558 where the southbound lanes converge from three to two, various accidents have occurred. This order covers erection and removal of a temporary sign bridge which will be furnished by the State. This work should alleviate the present hazard and provide better control of the traffic.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer on November 9, 1970.

Your approval as of November 9, 1970 is requested.

Very truly yours,

R. L. Porter
State Highway Engineer

By
John A. Bond
Construction Administration Engineer

JK:fw

I-5-5(47)283

Form H-206—534

RECEIVED
DEC 8 1970
OFFICE OF
STATE HIGHWAY ENGINEER

7452

STATE COPY G-10

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED EFFECTIVE DATE 11-11-70
Contingent upon modification of project agreement if additional funds are required.
BY [signature]
TITLE Dist. Engineer
DATE 12-7-70
FEDERAL HIGHWAY ADMINISTRATION

Project Name Hubbard Interchange Section
Highway Pacific
County Clackamas
Contractor Peter Kiewit Sons' Co.
Address P.O. Box 1777, Vancouver Wn. 98663

Date November 18, 1970
Contract No. 7452
Prefix 603-1010
F. A. Project No. I-5-5(47)283
Order No. 5

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Install additional temporary signs as instructed by the resident engineer.

1. Maximum rental rates as per A.G.C. agreement.
2. Percentage allowed the contractor to be in accordance with the executed contract for this project.

Location by station numbers: Throughout project.

Estimate of quantities and cost:

Labor	$800.00
Equipment	800.00
Material	1000.00
Total	$2600.00

NOTED
TOM EDWARDS

Explanation: (Explain here the conditions which cause this work to be classed as "extra work") Additional temporary signing not called for on the plans. Signs salvaged in usable condition to be charged to Maintenance at 25% of cost.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$4,137,073.00
Present estimate of project cost, including $2,600.00 for work under this order	$4,137,073.00
Expected under-run / over-run amount	$none
Expected under-run / over-run per cent	none

Space to right of this line is for use of Salem Office

Submitted by: [signature] Resident Engineer

Approval Recommended: [signature] Construction Engineer or Bridge Engineer

Approval Recommended: [signature] Division Engineer

Approved: [signature] Deputy Highway Engineer

12-9-70

RECEIVED
NOV 17 1970

OREGON STATE HIGHWAY DIVISION

I-5-5(47)283
7452

HIGHWAY BUILDING • SALEM, OREGON • 97310

November 10, 1970

Peter Kiewit Sons' Company
215 South "V" Street
Vancouver, Washington 98663

NOTED
A. E. JOHNSON

ATTENTION: Mr. Steve Stephens

RE: Hubbard Interchange Section
Pacific Highway
Federal-aid Project I-5-5(47)283
Contract No. 7452

Gentlemen:

Reference is made to the compliance review of your company which I conducted on October 30, 1970. Oregon finds your company in compliance with the contract equal employment opportunity special provisions. Your cooperation in this matter is appreciated.

Very truly yours,

F. D. Morgan
Construction Engineer

By D E Swan
D. E. Swan
E.E.O. Engineer

DES:fw
cc: R. E. Simpson
A. E. Johnson
L. W. Rullen
Warren E. Mueller

RECEIVED
NOV 10 1970
OFFICE OF
STATE HIGHWAY ENGINEER

I-5-5(47)283

STATE COPY

G-11

Form A-108-SN

RECEIVED
DEC 1 1970
OFFICE OF
STATE HIGHWAY ENGINEER

7452

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

APPROVED EFFECTIVE DATE 12-4-70
Contingent upon modification of project agreement if additional funds are required
BY [signature]
TITLE Dist. Engineer
DATE 11-30-70
Order No. 1
FEDERAL HIGHWAY ADMINISTRATION

Project Name Hubbard Interchange Section Date November 9, 1970, 19...

Highway Pacific Contract No. 7452 F. A. Project No. I-5-5(47)283

County Clackamas Prefix 603-1010 Account No. 279-07

Description of Work To Be Done: P.G.E. Co. to provide electric power for temporary sign bridge illumination. Install and remove additional transformer to carry extra load due to overload on present transformer.

Location by Station Numbers: "LS" 558

RECEIVED
NOV 20 1970
BRIDGE DIVISION

Estimate of Quantities and Costs: Electric service 1 meter.

Estimate $10.00 per month for 18 months =	$180.00
Install a nd remove additional transformer	300.00
Total	$480.00

Explanation: State is to pay cost of illumination since it was not included in contract.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$ 4,137,073.00	
Present estimate of project cost, including $ 480.00 for work under this order	$ 4,137,073.00	
Expected under-run / over-run (amount)	$ none	
Expected under-run / over-run (per cent)	none	

Submitted by: [signature] Resident Engineer

Approval Recommended: [signature] Division Engineer

TOM EDWARDS

Approval Recommended: [signature] Construction Engineer or Bridge Engineer

Approved: [signature] Deputy State Highway Engineer, Assistant State Highway Engineer or Construction Engineer.

State Printing 12-1-70

Form [illegible]

I-5-5(47)283

RECEIVED
DEC 1 1970
OFFICE OF
STATE HIGHWAY ENGINEER

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED EFFECTIVE DATE 11-9-70
Contingent upon modification of project agreement if additional funds are required.
BY [signature]
TITLE Dist. Engineer
DATE November 9, 1970
FEDERAL HIGHWAY ADMINISTRATION

Project Name Hubbard Interchange Section
Highway Pacific
County Clackamas
Contractor Peter Kiewit Sons' Co.
Address P.O. Box 1777, Vancouver, Wn. 98663

Contract No. 7452
Prefix 603-1010
F. A. Project No. I-5-5(47)283
Order No. 4

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Construct footings for 82 foot sign bridge over Southbound traffic. State will furnish reinforcement, forms for pedestals and anchor bolt assemblys.

1. Maximum rental rates as per AGC agreement.
2. Percentage allowed the contractor to be in accordance with the executed contract for this project.

Location by station numbers: "LS" 558

RECEIVED
NOV 20 1970
BRIDGE DIVISION

Estimate of quantities and cost:

Labor	$300.00
Materials	960.00
Equipment	240.00
Total	$1,500.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work") Traffic Southbound is traveling at 70 mph posted speed in three lanes. They are required to change at this point into two lanes. Accidents have been occuring and the present signing is not controling traffic. It was felt that a sign bridge with illuminated signs would corredt this.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$4,137,073.00	
Present estimate of project cost, including $1,500.00 for work under this order	$4,137,073.00	
Expected under-run / over-run amount	$none	
Expected under-run / over-run per cent	none	

Submitted by: [signature] Resident Engineer

Approval Recommended: [signature] Division Engineer

NOTED TOM EDWARDS

Approval Recommended: [signature] Construction Engineer or Bridge Engineer

Approved: [signature] Deputy State Highway Engineer, Assistant State Highway Engineer or Construction Office Engineer.

NOTED TOM EDWARDS

12-1-70

WP-22577-T31

RECEIVED
NOV 6 - 1970
PLAN ROOM

I-5-5(47)283
1452

November 5, 1970

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 200
Salem, Oregon 97308

Contract 7452
Prefix 608-1010
FAP I-5-5(47)283

Dear Sir:

Herewith for your consideration and approval are copies of State Force Order No. 6 covering electrical power to temporary illumination on the Hubbard Interchange Section of the Pacific Highway in Clackamas County.

This order provides for reimbursement to be made to Portland General Electric for providing electric service and meters for temporary illumination at the Battleville Road temporary interchange.

This work was tentatively recommended for approval by the Federal Highway Administration Assistant Area Engineer on October 2, 1970.

Your approval as of October 2, 1970 is requested.

Very truly yours,

R. L. Porter
State Highway Engineer

By

John A. Bond
Construction Administration Engineer

JK:fw

OCT 28 1970

FHWA-121 (12-67)

UNITED STATES GOVERNMENT

FOR FILING

Memorandum

I-5-5(47)283

TO : Mr. R. L. Porter, State Highway Engineer
7452 Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: October 26, 1970

In reply refer to: 08-35-DA

SUBJECT: Oregon Project I-5-5(47)283
Hubbard Interchange Section, Pacific Highway
State Force Order No. 5
Total Estimated Amount of the Order - $400
Federal Participation - $360

Reference is made to Mr. Bond's letter of October 20 concerning the subject order.

The use of State Forces is approved as being in the public interest under provision of PPM 21-6.2 for the following reasons:

1. The contractor is neither properly equipped nor staffed at this time to perform the work contemplated under the order.

2. The State has the necessary special signing equipment, materials, and trained personnel to perform the work most economically.

Signing to be performed should be in conformity to the requirements of the Manual on Uniform Traffic Control Devices and will thus be eligible for participation under the provisions of Paragraph 6 of PPM 21-15.

Federal participation will be based on the actual cost for the signing. The estimated total costs of the work to be done under this order is $400 with Federal participation of $360.

Enclosure
State Force Order No. 5

NOTED
A. E. JOHNSON

NOTED
TOM EDWARDS

RECEIVED
OCT 27 1970
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Form A-[illegible]

STATE COPY

G-11

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

APPROVED EFFECTIVE DATE [illegible]
Contingent upon modification of project agreement if additional funds are required
BY [signature]
TITLE Dist. Engineer
DATE 10-26-70
Order No. 5
FEDERAL HIGHWAY ADMINISTRATION

Project Name Hubbard Interchange Section Date September, 29, 1970

Highway Pacific Contract No. 7452 F. A. Project No. I-5-5(47)283

County Clackamas Prefix 603-1010 Account No. 274-05

Description of Work To Be Done: Additional temporary signing at the Butteville Road temporary interchange, Four signs reading "Temporary Interchange Will be Removed When Project is Completed", and other signing as required.

Location by Station Numbers: Butteville Road temporary interchange and detour.

Estimate of Quantities and Costs:

Temporary Signs in place $400.00

Explanation: Work to be done by State Forces.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$4,137,073.87
Present estimate of project cost, including $400.00 for work under this order	$4,137,073.87
Expected under-run / over-run (amount)	$ none
Expected under-run / over-run (per cent)	none

Space to right of this line is for use of Salem Office

Submitted by: [signature] Resident Engineer

Approval Recommended: [signature] Division Engineer

Approval Recommended: [signature] Construction Engineer or Bridge Engineer

Approved: [signature] Deputy State Highway Engineer Assistant State Highway Engineer Office Engineer.

Construction

State Printing

RECEIVED
OCT 26 1970

I-5-5(47)283
7452

October 23, 1970

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Contract 7452
Prefix 603-1010
FAP I-5-5(47)283

Dear Sir:

Herewith for your consideration and approval are copies of Extra Work Order No. 2 covering moving treated timber piles on the Hubbard Interchange Section of the Pacific Highway in Clackamas County.

The planned lengths were ordered, but it has been determined that longer piling are necessary at Bent 4 on Bridge No. 9870. This order covers moving the short piling to another location and bringing the longer piling to this site.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer on October 7, 1970.

Your approval as of October 7, 1970 is requested.

Very truly yours,

R. L. Porter
State Highway Engineer

By

John A. Bond
Construction Administration Engineer

JAB/JK:fw

RECEIVED
OCT 21 1970

OREGON STATE HIGHWAY DIVISION

I-5-5(47)283
1452

HIGHWAY BUILDING • SALEM, OREGON • 97310

October 20, 1970

Peter Kiewit Sons' Company
215 South "V" Street
Vancouver, Washington 98663

ATTENTION: Mr. Steve Stephens

RE: Hubbard Interchange Section
Pacific Highway
Federal-aid Project I-5-5(47)283
Contract No. 7452

Gentlemen:

To confirm our phone conversation, the Oregon State Highway Division and the Federal Highway Administration will conduct a compliance review of your company with regard to equal employment opportunity. The date is October 30, 1970 at 10 A.M. in your Vancouver, Washington office.

You and other company officials who are involved with the company's equal employment opportunity policies will be expected to attend. The review will be conducted by D. E. Swan, Oregon State Highway Division, and a representative from the Federal Highway Administration. Other representatives from the State and Federal agencies may attend.

Attached are outline forms which will be used in evaluating your program. You should fill in the information on both these forms in advance of the compliance review and provide copies of the various exhibits indicated.

We will evaluate your affirmative action efforts concerning equal employment opportunity concerning such items as recruitment, training programs, contacts with minority groups, equal employment opportunity meetings and records.

NOTED
A. E. JOHNSON

Very truly yours,

F. D. Morgan
Construction Engineer

By D. E. Swan
D. E. Swan
Equal Employment Opportunity Engineer

RECEIVED
OCT 20 1970
OFFICE OF
STATE HIGHWAY ENGINEER

Attach.

DES:fw
cc: R. E. Simpson
A. E. Johnson
L. W. Rulien
Warren E. Mueller

I-5-5(47)283 Thi

amount ($400) is in addition

STATE COPY

Form 2-505—438

OCT 23 1970

OFFICE OF
STATE HIGHWAY ENGINEER

7452

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED EFFECTIVE DATE 10-16-70
Contingent upon modification of project agreement if additional funds are required

BY [signature]

TITLE Dist. Engineer

DATE 10-28-70

FEDERAL HIGHWAY ADMINISTRATION

Project Name Hubbard Interchange Section ✓ Date October 16, 1970

Highway Pacific ✓ Contract No. 7452 ✓

County Clackamas ✓ Prefix 603-1010 ✓

Contractor Peter Kiewit Sons' Co. ✓ F. A. Project No. I-5-5(47)283 ✓

Address P.O. Box 1777, Vancouver, Wn. 98663 ✓ Order No. 2 (Supplemental) ✓

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Extend Extra Work Order No. 2 to cover moving of order length piles delivered to scheduled locations to other locations to utilize piles ordered. ✓

1. Maximum rental rates as per A.G.C. agreement.
2. Percentage allowed the contractor to be in accordance with the executed contract for this project.

Location by station numbers: Bridge No. 7794A, Bridge No. 7794B, Bridge No. 7624A.

Estimate of quantities and cost:

Equipment	$200.00
Labor "	$200.00 ✓
Total	$400.00

RECEIVED
OCT 20 1970
BRIDGE DIVISION

NOTED
TOM EDWARDS

Explanation: (Explain here the conditions which cause this work to be classed as "extra work") Order length piling do not fit the locations as shown by the plans and Special Provisions. By moving to other locations we can utilize piles ordered for the project.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$4,137,073.87
Present estimate of project cost, including $400.00 ✓ for work under this order	$4,137,073.87
Expected under-run / over-run amount	$ none
Expected under-run / over-run per cent	none

Space to right of this line is for use of Salem Office

Submitted by: [signature] Resident Engineer

Approval Recommended: [signature] Construction Engineer or Bridge Engineer

Approval Recommended: [signature] Division Engineer

Approved: [signature] Construction Engineer 10/29/70

SP*23377-734

Files

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: October 16, 1970

In reply refer to: 08-35-DA

I-5-5(47)283

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

7452

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-5(47)238
Hubbard Interchange Section
Pacific Highway (7452)
State Force Order No. 3

Mr. Bond's October 12 letter requests our approval and participation in the subject order. This work will consist of detour maintenance on County roads in connection with the temporary interchange at Butteville Road.

Subsequent to the October 7 discussion between Mr. Pease and Mr. Christianson, the work to be performed has been re-evaluated. These public roads are being used by public traffic with no substantial increase in volume. More important, however, no construction traffic is carried over these routes. The maintenance on County roads will be partially offset by reduced maintenance on the normally used route. The total maintenance cost to State and County should not be significantly increased. Based on these reasons we find that road maintenance covered by this order is not eligible for Federal participation. The order is returned herewith unapproved.

Enclosure

10-21-70 Original Contract filed with project.

ATTENTION: Johnson

FROM:

ACTION

- ☐ NOTE AND FILE
- ☐ NOTE AND RETURN TO ME
- ☐ RETURN WITH MORE DETAILS
- ☐ NOTE AND SEE ME
- ☐ PLEASE ANSWER
- ☐ FOR YOUR APPROVAL
- ☐ PREPARE REPLY FOR MY SIGNATURE
- ☐ TAKE APPROPRIATE ACTION
- ☐ PER YOUR REQUEST
- ☐ SIGNATURE
- ☐ FOR YOUR INFORMATION
- ☐ INVESTIGATE

COMMENTS
Maintain this under same prefix you would normally use on Wilsonville-Hubbard Section.

NOTED
A. E. JOHNSON

GSHD E 100 (REV. 12-68)

RECEIVED
OCT 19 1970
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
A. E. JOHNSON

ARLY ON THE PAYROLL SAVINGS PLAN

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

October 12, 1970

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Contract 7452
Prefix 603-1010
FAP I-5-5(47)283

Dear Sir:

Herewith for your consideration and approval are copies of State Force Order No. 3 covering maintenance of county roads which are being used as a detour on the Hubbard Interchange Section of the Pacific Highway in Clackamas County.

State forces will maintain those portions of the County's roads which are being used to provide a detour around the Hubbard Interchange. This work is necessary as covered in the agreement between the County and the State which provides for the use of these roads.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer on September 8, 1970.

Your approval as of September 8, 1970 is requested.

Very truly yours,

R. L. Porter
State Highway Engineer

By

John A. Bond
Construction Administration Engineer

Form 5-105—1M

G-1P

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 3

Project Name Hubbard Interchange Section Date September 14, 1970

Highway Pacific Contract No. 7452 F. A. Project No. I-5-5(47)283

County Clackamas Prefix 603-1010 Account No. 273-03

Description of Work To Be Done: Maintain county roads used for detour from Butteville Road temporary interchange to Hubbard Interchange.

Location by Station Numbers: Throughout project.

Estimate of Quantities and Costs: Maintain Detour.
5.25 miles at $1,000.00 per mile $5,250.00

RECEIVED
SEP 23 1970
BRIDGE DIVISION

Explanation: The detour is over existing county roads. The State has agreed to maintain these roads while being used as a detour.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$4,137,073.87
Present estimate of project cost, including $5,250.00 for work under this order	$4,137,073.87
Expected under-run / over-run (amount)	$ none
Expected under-run / over-run (per cent)	none

Space to right of this line is for use of Salem Office

Submitted by: Wayne L. Mueller, Resident Engineer

Approval Recommended: Chief Construction Engineer or Bridge Engineer

Approval Recommended: Division Engineer

Approved: Deputy State Highway Engineer, Assistant State Highway Engineer or Construction Office Engineer.

State Printing

CONTRACT REVISION AUTHORIZATION - OREGON STATE HIGHWAY DEPARTMENT

Contract No. 7452 Section Hubbard Interchange FA No. I-5-5(47) 238

Type Revision SFO No. 3 Amount $ 5250 Funds in Author. $ 0

Status Total Project Author.: Over 0 % $ _____ Under 0 % $ _____

Explanation (why) and Comments Maintain County Roads used for detour from Butteville Road temporary interchange to Hubbard Interch. Required by State-County agreement

Method of Payment Actual Cost Est. increase / decrease in cost $ _____

Price checked by Cost Analyst _____ Discussed Asst. Constr. Engr. _____

Discussed with Christenson on 10-7-70 by Rose

Action Recommended:

- ☒ APPROVAL
- ☐ SUBJECT TO REVIEW
- ☐ OTHER

- ☒ PARTICIPATING
- ☐ WITH COST JUSTIFICATION
- ☒ TENTATIVE APPROVAL TO PROCEED 9-8-70

- ☐ NON PARTICIPATING
- ☒ WITH SUPPORTING DATA

RECEIVED
OCT 13 1970
FOR FILING

Form FHWA-1279 (12-67)
UNITED STATES GOVERNMENT

Memorandum

I-5-5(47)283
7452

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: October 12, 1970

In reply refer to: 08-35-DA

SUBJECT: Oregon Project I-5-5(47)283
Hubbard Interchange Section, Pacific Highway
State Force Orders Nos. 2 and 4
Total Estimated Amount of Order No. 2 - $7,500
Federal Participation - $6,750
Total Estimated Amount of Order No. 4 - $2,077
Federal Participation - $1,869.30

Reference is made to Mr. Young's letters of October 6 concerning the subject orders.

The use of State Forces is approved as being in the public interest under provision of PPM 21-6.2 for the following reasons:

1. The contractor is neither properly equipped nor staffed to perform the work contemplated under these orders.

2. The State has the necessary special striping equipment and trained personnel to perform the work most economically.

Striping to be performed will be in conformance with the requirements of the Manual on Uniform Traffic Control Devices and will thus be eligible for participation under the provisions of Paragraph 6 of PPM 21-15.

Federal participation will be based on the agreed unit price for striping. The estimated total cost of work to be done under these orders is $9,577.00 with Federal participation of $8,619.30.

Enclosures
State Force Orders Nos. 2 and 4

cc by: Edwards

orig to Young
Winters.
10-14-70

RECEIVED
OCT 14 1970
OFFICE OF
STATE HIGHWAY ENGINEER

F. B. KLABOE

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Form A-[illegible]

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

APPROVED EFFECTIVE DATE [illegible]
Contingent upon modification of project agreement if additional funds are required

BY [signature]
TITLE Dist. Engineer
DATE 10-12-70 Order No. 2

FEDERAL HIGHWAY ADMINISTRATION

Project Name Hubbard - Interchange Section Date September 17, 1970

Highway Pacific Contract No. 7452 F. A. Project No. I-5-5(47)283

County Clackamas Prefix 603-1010 Account No. 274-02

Description of Work To Be Done: Temporary striping throughout the project.

Location by Station Numbers: Throughout project.

RECEIVED
SEP 23 1970
BRIDGE DIVISION

Estimate of Quantities and Costs: Temporary striping at actual cost.

Temporary striping, 3 stages at $2,500.00 per stage	$7,500.00

Explanation: Work to be done by state forces. Temporary striping to be done ~~XX~~ on actual cost basis.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$4,137,073.87
Present estimate of project cost, including $7,500.00 for work under this order	$4,137,073.87
Expected under-run / over-run (amount)	$ none
Expected under-run / over-run (per cent)	none

Space to right of this line is for use of Salem Office

Submitted by: [signature] Resident Engineer

Approval Recommended: [signature] Division Engineer

Approval Recommended: [signature] Construction Engineer or Asst. Bridge Engineer

Approved: [signature] ~~Deputy State Highway Engineer, Assistant State Highway Engineer or~~ Construction ~~Office~~ Engineer.

State Pri[illegible]

Form A-105—SM

STATE COPY

G-1

Contingent upon modification of project agreement if additional funds are required

OREGON STATE HIGHWAY DEPARTMENT

BY _____

TITLE Dist. Engineer

DATE 10-12-70

Order for State Force Work

APPLYING TO CONTRACT PROJECTS FEDERAL HIGHWAY ADMINISTRATION

Order No.

Project Name Hubbard Interchange Section Date September 17, 1970

Highway Pacific Contract No. 7452 F. A. Project No. I-5-5(47)283

County Clackamas Prefix 603-1010 Account No. 278-04

Description of Work To Be Done: Permanent striping throughout the project.

Location by Station Numbers: Throughout the project.

Estimate of Quantities and Costs: Permanent striping at current agreed unit prices.

4 inch Solid Line, 1 mile at $51.00/mile	$ 51.00	
3 inch Solid Line, 10 miles at $42.00/mile	420.00	
4 inch Skip Line, 6 miles at $29.00/mile	174.00	
Grinding, 4 hours at $18.00/hour	72.00	
Incidental Pavement Legend, 40 hours at $34.00/hour	~~1,292.00~~	1360.00
Total	~~$2,009.00~~	2,077.00

VR

Explanation: Work to be done by State forces. Permanent striping to be done at agreed unit prices at the time the work is done.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization . . . . . $ 4,137,073.87

Present estimate of project cost, including 2,077.00 ~~$ 2,009.00~~ for work under this order $ 4,137,073.87

Expected under-run / over-run (amount) . . . . . $ none

Expected under-run / over-run (per cent) . . . . . none

Space to right of this line is for use of Salem Office

Submitted by: /s/ Warren Mueller
Resident Engineer

Approval Recommended: /s/ Allan Harwood
Division Engineer

Approval Recommended: Walter L. Hart
~~Construction Engineer or~~ Bridge Engineer

Approved: [signature]
~~Deputy State Highway Engineer, Assistant State Highway Engineer or~~ Construction Office Engineer.

State Printing

RECEIVED
OCT 14 1970
FOR FILING

I-5-5(47)283
7452

October 12, 1970

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Contract 7452
Prefix 603-1010
FAP I-5-5(47)283

Dear Sir:

Herewith for your consideration and approval are copies of State Force Order No. 3 covering maintenance of county roads which are being used as a detour on the Hubbard Interchange Section of the Pacific Highway in Clackamas County.

State forces will maintain those portions of the County's roads which are being used to provide a detour around the Hubbard Interchange. This work is necessary as covered in the agreement between the County and the State which provides for the use of these roads.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer on September 8, 1970.

Your approval as of September 8, 1970 is requested.

Very truly yours,

R. L. Porter
State Highway Engineer

By

John A. Bond
Construction Administration Engineer

JK:fw

RECEIVED
OCT 27 1970
OFFICE OF
STATE HIGHWAY ENGINEER

I-5-5(47)283
7452

STATE COPY

APPROVED EFFECTIVE DATE 10-27-70
Contingent upon modification of project agreement if additional funds are required

BY _____
TITLE Dist. Engineer
DATE 10-26-70

FEDERAL HIGHWAY ADMINISTRATION

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Hubbard Interchange Section Date October 27, 1970
Highway Pacific Contract No. 7452
County Clackamas Prefix 603-1010
Contractor Peter Kiewit Sons' Co. F. A. Project No. I-5-5(47)283
Address P.O. Box 1777, Vancouver, Wn. 98663 Order No. 2

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Move 19ea. 35 foot Treated Timber Piles from bent 4, bridge 9870 to bent 1, bridge 9870. Move 19 ea. 25 foot Treated Timber Piles from bridge 9870 to bridge 7794B.

1. Maximum rental rates as per A.G.C. agreement.
2. Percentage allowed the contractor to be in accordance with the executed contract for this project.

Location by station numbers: K612+05 to K615+18, K615+18 to LS622+00

Estimate of quantities and cost:

Equipment	$100.00
Labor	$100.00
Total	$200.00

NOTED
TOM EDWARDS

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

The piling order list for bent 1, bridge 9870 was too short, longer piling were available on the project. This order is to cover the cost of moving the piling.

RECEIVED
OCT 15 1970

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$ 4,137,073.87	
Present estimate of project cost, including $ 200.00 for work under this order	$ 4,137,073.87	
Expected under-run / over-run amount	$ none	
Expected under-run / over-run per cent	none	

Space to right of this line is for use of Salem Office

Submitted by: _____ Resident Engineer

Approval Recommended: _____ Division Engineer

Approval Recommended: _____ Construction Engineer or Bridge Engineer

Approved: _____ Deputy State Highway Engineer, State Highway Engineer

10-27-70

RECEIVED
OCT 8 - 1970
FOR FILING

I-5-5(47)283
7452

October 6, 1970

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Contract 7452
Prefix 603-1010
FAP I-5-5(47)283

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 2, Account No. 271, covering temporary striping of traffic areas on the Hubbard Interchange Section of the Pacific Highway in Clackamas County.

The contractor is neither properly equipped nor staffed to perform the work contemplated under this order. The State has the necessary special striping equipment and trained personnel to perform the work most economically.

The striping will conform to the standards of the Manual on Uniform Traffic Control Devices as required for participation under the provisions of Para. 6 of PPM 21-15.

Federal participation will be based on the agreed price for striping. The estimated total cost of the work to be done under this order is $7,500 with Federal participation of $6,750. Reimbursement on an actual cost basis is requested.

This work was tentatively recommended for approval by the Federal Highway Administration Assistant Area Engineer on October 2, 1970.

Your approval of the order under PPM 21-6.2, as of October 2, 1970 is requested.

Very truly yours,

R. L. Porter
State Highway Engineer

By

John A. Bond
Construction Administration Engineer

JK:fw

RECEIVED
OCT 8 - 1970
FOR FILING

I-5-5(47)283
7452

October 6, 1970

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Contract 7452
Prefix 603-1010
FAP I-5-5(47)283

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 4, covering the permanent striping of traffic areas on the Hubbard Interchange Section of the Pacific Highway in Clackamas County.

The contractor is neither properly equipped nor staffed to perform the work contemplated under this order. The State has the necessary special striping equipment and trained personnel to perform the work most economically.

The striping will conform to the standards of the Manual on Uniform Traffic Control Devices as required for participation under the provisions of Para. 6 of PPM 21-15.

Federal participation will be based on the agreed price for striping. The estimated total cost of the work to be done under this order is $2,077.00 with Federal participation of $1,869.30. Reimbursement on an agreed unit price is requested.

This work was tentatively recommended for approval by the Federal Highway Administration Assistant Area Engineer on October 2, 1970.

Your approval of the order under PPM 21-6.2, as of October 2, 1970, is requested.

Very truly yours,

R. L. Porter
State Highway Engineer

By

John A. Reed
Construction Administration Engineer

JK:fw

I-5-5(47)283

Form A-188—5M

RECEIVED
NOV 5 1970
OFFICE OF
STATE HIGHWAY ENGINEER

STATE COPY

G-11

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

APPROVED EFFECTIVE DATE 11-6-70
Contingent upon modification of project agreement if additional funds are required
BY [signature]
TITLE Dist. Engineer
DATE 11-6-70
Order No. 6
FEDERAL HIGHWAY ADMINISTRATION

Project Name Hubbard Interchange Section Date October 2, 1970

Highway Pacific Contract No. 7452 F. A. Project No. I-5-5(47)283

County Clackamas Prefix 603-1010 Account No. 279-06

Description of Work To Be Done: PGE Co. to provide electric power for temporary illumination at Butteville Road temporary interchange.

State Forces not involved.

Location by Station Numbers: LN 705, LS 711

Estimate of Quantities and Costs: Electric Service, 2 meters.

Estimate: $20.00 per month, ~~12 months x 2 x $1,200.00~~ per meter = $40.00
($40 x 18 = $720.00)

Explanation: PGE monthly billing.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$4,137,073.87
Present estimate of project cost, including $720 for work under this order	$4,137,073.87
Expected under-run / over-run (amount)	$ none
Expected under-run / over-run (per cent)	none

Space to right of this line is for use of Salem Office

Submitted by: [signature] Resident Engineer

Approval Recommended: [signature] Division Engineer

Approval Recommended: [signature] Construction Engineer or Bridge Engineer

Approved: [signature] Deputy State Highway Engineer, Assistant State Highway Engineer or Construction Office Engineer.

Init. 24 Rec'd 11-9-70

11-10-70 O.K.

State Printing

Form Approved; Budget Bureau No. 04-R2809

STATE COPY

MONTHLY TRANSACTION NO.	DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION BUREAU OF PUBLIC ROADS	STATE Oregon
9-39	**FEDERAL-AID PROJECT AGREEMENT**	COUNTY Clackamas
PROJECT REPORT NO. 3	(PPM 21-7) 7-2-70	PROJECT NO. I-5-5(47)283

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator and the Director of Public Roads relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Hubbard Interchange Section

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	7-22-70	1.258
OTHER (Specify)		

FUNDS Pro Rata 92.26

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 3,988,698.00	$ 3,679,000.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official Name of Highway Department)

By J. K. Lobe

Asst. State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

By G. H. Green
(Division Engineer)
For: R. E. Simpson

Date executed by Division Engineer SEP 2 1970

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Bureau of Public Roads.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Bureau of Public Roads and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Bureau of Public Roads.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Bureau of Public Roads the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Bureau of Public Roads the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Bureau of Public Roads, any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the rights-of-way of the Interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Bureau of Public Roads, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Bureau of Public Roads.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national origin. The contractor will take affirmative action to ensure that applicants are employed, and that employees are treated during employment without regard to their race, color, religion, sex, or national origin. Such action shall include, but not be limited to the following: employment, up-

Oregon State Highway Division

Federal Aid
Project No. I-5-5(47)283

HUBBARD INTERCHANGE SECTION ON THE

PACIFIC HIGHWAY IN CLACKAMAS COUNTY

SALEM, OREGON, AUGUST 26, 1970

Project agreement estimate.

Type Code 6204
Roadway (Sta. 583+58 to Sta. 650+00)

Furnishing Field Laboratory Building	1 only	1,000.00	$ 1,000.00
Temporary Protection and Direction of Traffic	All Required		84,000.00
Clearing and Grubbing	All Required		90,000.00
Removal of Structures and Obstructions	All Required		10,000.00
Removal of Temporary Interchange	All Required		5,000.00
Ditch Excavation	1,280 cu.yd.	1.00	1,280.00
Embankment Foundation Excavation	34,700 cu.yd.	1.60	55,520.00
General Excavation	533,800 cu.yd.	0.60	320,280.00
Extra for Selected Topsoil Material	30,500 cu.yd.	1.25	38,125.00
Granular Backfill Material	19,000 cu.yd.	3.00	57,000.00
Trench Excavation	8,600 cu.yd.	4.00	34,400.00
Finishing Roadbed and Slopes	All Specified		10,000.00
Watering	9,500 M-gal.	5.00	47,500.00
1" - 0 Aggregate Base	29,000 ton	4.00	116,000.00
Cement Treated Base Mixture	77,500 ton	4.00	310,000.00
Portland Cement in CTB Mixture	4,260 ton	30.00	127,800.00
Asphalt in Seal	210 ton	85.00	17,850.00
Class "B" Asphalt Concrete Mixture	56,400 ton	7.00	394,800.00
Asphalt Cement in Mixture	3,670 ton	32.00	117,440.00
Asphalt in Tack Coat	14 ton	100.00	1,400.00
Reinforced Concrete Bridge End Panels	1,070 sq.yd.	17.00	18,190.00
Concrete Median Barrier	500 cu.yd.	70.00	35,000.00
12-inch Culvert Pipe	270 lin.ft.	4.00	1,080.00
18-inch Culvert Pipe	470 lin.ft.	6.00	2,820.00
24-inch Culvert Pipe	50 lin.ft.	8.00	400.00
36-inch Culvert Pipe	450 lin.ft.	16.00	7,200.00
8-inch Sewer Pipe	1,000 lin.ft.	2.30	2,300.00
12-inch Sewer Pipe	320 lin.ft.	4.50	1,440.00
15-inch Sewer Pipe	3,570 lin.ft.	6.00	21,420.00
18-inch Sewer Pipe	1,050 lin.ft.	8.00	8,400.00
21-inch Sewer Pipe	1,800 lin.ft.	10.00	18,000.00
60-inch Sewer Pipe	640 lin.ft.	35.00	22,400.00

Bedding Material	45 cu.yd.	10.00	450.00
12-inch Paved Culvert End Slopes	1 only	170.00	170.00
15-inch Paved Culvert End Slopes	2 only	190.00	380.00
18-inch Paved Culvert End Slopes	6 only	210.00	1,260.00
36-inch Paved Culvert End Slopes	1 only	310.00	310.00
Concrete Manholes	10 only	750.00	7,500.00
Special Concrete Manholes	1 only	1,000.00	1,000.00
Concrete Inlets, Type D	1 only	275.00	275.00
Concrete Inlets, Type G	4 only	290.00	1,160.00
Concrete Inlets, Type G-1	6 only	300.00	1,800.00
Concrete Inlets, Type G-2MA	28 only	400.00	11,200.00
Concrete Inlets, Type B-SL	6 only	450.00	2,700.00
Concrete Inlets, Type GB	4 only	500.00	2,000.00
6-inch Drain Pipe	25,400 lin.ft.	1.75	44,450.00
8-inch Drain Pipe	6,500 lin.ft.	2.50	16,250.00
Special Filter Material in Drains	4,420 cu.yd.	8.00	35,360.00
Guard Rail, Type 2A	2,750 lin.ft.	4.50	12,375.00
Guard Rail Anchors	14 only	250.00	3,500.00
Extra for Guard Rail Bridge Connections	14 only	200.00	2,800.00
Type 2 Fence	10,000 lin.ft.	1.00	10,000.00
Extra for Asphalt Approaches	8 only	50.00	400.00
Extra for Asphalt Curbs	3,070 lin.ft.	1.00	3,070.00
Guide Posts, W-1	25 only	8.00	200.00
Guide Posts, Y-2	220 only	8.00	1,760.00
Salvaging and Re-laying Pipe	32 lin.ft.	15.00	480.00
Roadside Seeding	55 acres	50.00	2,750.00
Roadside Mulching	55 acres	170.00	9,350.00
Seed Mixture	1,650 lbs.	0.60	990.00
Fertilizer, 22-16-8	220 cwt.	12.00	2,640.00

Signing

Removal of Existing Sign Installations	All Required		1,000.00
Painted Wood Sign Posts	All Required		1,000.00
Sign Support Footings	All Required		7,000.00
Breakaway Sign Posts	All Required		6,000.00
Single Sign Supports	All Required		1,500.00
Double Sign Supports	All Required		2,000.00
Sign Bridge Structure	All Required		10,000.00
Cantilever Sign Structure	All Required		2,000.00
Structure Mounts	All Required		1,000.00
Sign Illumination Equipment	All Required		3,000.00
Type "A" Signs in Place	1,105 sq.ft.	7.00	7,735.00
Type "C", "D" & "R" Signs in Place	515 sq.ft.	4.50	2,317.50

Type "E", "F", "G" & "M" Signs in Place	110 sq.ft.	5.00	550.00
Thermoplastic Pavement Arrows	3 only	100.00	300.00
Roadway Illumination Installation, Complete	All Required		150,000.00
Retaining Walls			
Structure Excavation	3,200 cu.yd.	3.50	11,200.00
Class "A" Concrete	700 cu.yd.	70.00	49,000.00
Reinforcement	60,000 cu.yd.	0.15	9,000.00
Load Test	1 only	2,500.00	2,500.00
			$2,412,727.50
Flagging (60% of contractor's cost)	All Required		26,400.00
Erosion Control	All Required		5,000.00
			$ 31,400.00
	Subtotal		$2,444,127.50
	*10% Engr. & Cont.		243,412.50
	Total		$2,687,540.00

*Reduced in accordance with Par. 5 (Project Field Offices) of PPM 30-6.

Type Code X781
Structure Br. No. 7624A (LN Sta. 605+20.26) (Length 326')

Removal of Bridge No. 7624	All Required		$ 25,000.00
Shoring, Cribbing, Etc.	All Required (26%)		16,640.00
Structure Excavation	700 cu.yd.	3.50	2,450.00
Structure Excavation Below Elevation Shown	70 cu.yd.	3.50	245.00
Furnish Treated Timber Piling	7,710 lin.ft.	1.40	10,794.00
Drive Timber Piles	188 only	60.00	11,280.00
Class "A" Concrete (617 cu.yd.)	All Required (22%)		57,200.00
Class "AA" Concrete (1,120 cu.yd.)	All Required		150,000.00
Prestressing Steel (66,500 lb.)	All Required		35,000.00
Reinforcement (358,500 lb.)	All Required (34%)		50,320.00
Two Tube Metal Railing	648 lin.ft.	11.00	7,128.00
Preparation of Slopes	490 sq.yd.	3.00	1,470.00
Concrete Slope Paving	490 sq.yd.	6.00	2,940.00
Slope Paving Curbs	195 lin.ft.	2.00	390.00
8-inch Culvert Pipe	90 lin.ft.	3.00	270.00
1-1/4-inch Electrical Conduit	350 lin.ft.	2.00	700.00
2-inch Electrical Conduit	360 lin.ft.	2.50	900.00
			$ 372,727.00

Type Code X221
Structure Br. No. 7624B ("J" Sta. 609+46.07) Length 294'

Shoring, Cribbing, Etc.	All Required (32%)		$ 20,480.00
Structure Excavation	940 cu.yd.	3.50	3,290.00

Structure Excavation Below Elevation Shown	90	cu.yd.	3.50	315.00
Furnish Treated Timber Piling	4,065	lin.ft.	1.40	5,691.00
Drive Timber Piles	132	only	60.00	7,920.00
Class "A" Concrete (1,104 cu.yd.)	All Required (39%)			101,400.00
Reinforcement (329,700 lb.)	All Required (31%)			45,880.00
Metal Parapet Railing, Single Pipe	606	lin.ft.	6.50	3,939.00
Preparation of Slopes	760	sq.yd.	3.00	2,280.00
Concrete Slope Paving	570	sq.yd.	6.00	3,420.00
Berm Paving	180	sq.yd.	6.00	1,080.00
Slope Paving Curbs	325	lin.ft.	2.00	650.00
8-inch Culvert Pipe	60	lin.ft.	3.00	180.00
8-inch PVC Pipe	70	lin.ft.	8.00	560.00
1-1/4-inch Electrical Conduit	240	lin.ft.	2.00	480.00
				$ 197,565.00

Type Code X221
Structures Br. No. 9870 ("K" Sta. 613+68.21) (Length 313')

Shoring, Cribbing, Etc.	All Required (42%)			$ 26,880.00
Structure Excavation	960	ccu.yd.	3.50	3,360.00
Structure Excavation Below Elevation Shown	90	cu.yd.	3.50	315.00
Furnish Treated Timber Piling	3,960	lin.ft.	1.40	5,544.00
Drive Timber Piles	132	only	60.00	7,920.00
Class "A" Concrete (1,135 cu.yd.)	All Required (39%)			101,400.00
Reinforcement (376,300 lb.)	All Required (35%)			51,800.00
Metal Parapet Railing, Single Pipe	649	lin.ft.	6.50	4,218.50
Preparation of Slopes	850	sq.yd.	3.00	2,550.00
Concrete Slope Paving	640	sq.yd.	6.00	3,840.00
Berm Paving	200	sq.yd.	6.00	1,200.00
Slope Paving Curbs	330	lin.ft.	2.00	660.00
8-inch Culvert Pipe	50	lin.ft.	3.00	150.00
1-1/4-inch Electrical Conduit	290	lin.ft.	2.00	580.00
				$ 210,417.50

Type Code X221
Structure Br. No. 7794A (N.B. "L4E" Sta. 622+72 to Sta. 624+66) (Length 194')

Removal of Bridge No. 7794	All Required			$ 10,000.00
Shoring, Cribbing, Etc.	All Required (21%)			2,100.00
Structure Excavation	430	cu.yd.	3.50	1,505.00
Structure Excavation Below Elevation Shown	40	cu.yd.	3.50	140.00
Furnish Treated Timber Piling	2,925	lin.ft.	1.40	4,095.00
Drive Timber Piles	65	only	60.00	3,900.00
Class "A" Concrete (419 cu.yd.)	All Required (20%)			43,200.00
Reinforcement (150,000 lb.)	All Required (23%)			19,550.00
Metal Parapet Railing, Single Pipe	417	lin.ft.	6.50	2,710.00
Preparation of Slopes	1,190	sq.yd.	3.00	3,570.00
Concrete Slope Paving	940	sq.yd.	6.00	5,640.00
Berm Paving	250	sq.yd.	6.00	1,500.00

Slope Paving Curbs	280 lin.ft.	2.00	560.00
8-inch Culvert Pipe	100 lin.ft.	3.00	300.00
1-1/4-inch Electrical Conduit	360 lin.ft.	2.00	720.00

Structure Bridge No. 7794B (S.B. "LS2" Sta. 620+19 to Sta. 622+58) (Length 239')

Shoring, Cribbing, Etc.	All Required (79%)		7,900.00
Structure Excavation	2,470 cu.yd.	3.50	8,645.00
Structure Excavation Below Elevation Shown	200 cu.yd.	3.50	700.00
Furnish Treated Timber Piling	9,940 lin.ft.	1.40	13,916.00
Drive Timber Piles	288 only		17,280.00
Class "A" Concrete (1,642 cu.yd.)	All Required (80%)		172,800.00
Reinforcement (495,000 lb.)	All Required (77%)		65,450.00
Metal Parapet Railing, Single Pipe	497 lin.ft.	6.50	3,230.50
Preparation of Slopes	1,110 sq.yd.	3.00	3,330.00
Concrete Slope Paving	860 sq.yd.	6.00	5,160.00
Berm Paving	250 sq.yd.	6.00	1,500.00
Slope Paving Curbs	280 lin.ft.	2.00	560.00
8-inch Culvert Pipe	160 lin.ft.	3.00	480.00
1-1/4-inch Electrical Conduit	300 lin.ft.	2.00	600.00
3-inch Electrical Conduit	280 lin.ft.	4.00	1,120.00
			$ 402,162.00
	Subtotal		$1,182,871.50
	10% Engr. & Cont.		118,286.50
	Total		$1,301,158.00

Length of Roadway - - - - 1.217 miles
Length of Structure - - - 0.041 mile
Total - - - - - - - - - 1.258 miles
Cost of Roadway per Mile $2,208,331.98

Retained in Program Status

Slide Correction	All Required	$ 50,000.00
Pavement Striping	All Required	400.00
Work by P.G.E. Co.		1,200.00
	Subtotal	$ 51,600.00
	10% Engr. & Cont.	5,160.00
	Total	$ 56,760.00

Summary of Funds

Description	Total Cost	Federal Funds	State Funds
Roadway	$2,687,540.00	$2,479,000.00	$208,540.00
Structures	1,301,158.00	1,200,000.00	101,158.00
Subtotal	$3,988,698.00	$3,679,000.00	$309,698.00
Retained in Program	56,760.00	51,000.00	5,760.00
Total	$4,045,458.00	$3,730,000.00	$315,458.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 13, Laws 1920; Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

G-1-100%

Contract No. 7452

Prefix 603-1010

RECEIVED
SEP 4 - 1970
FOR FILING

OREGON STATE HIGHWAY DIVISION

I-5-5(47) 283

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 378-4511

1452

September 1, 1970

Portland General Electric Company
621 S.W. Alder Street
Portland, Oregon 97205

ATTENTION: Mr. Roger W. Sharp

Re: Power Pole Relocation
Hubbard Interchange Section
Pacific Highway
Clackamas County
Project No. I-5-5(47) 283

Gentlemen:

Your estimate and sketch map for the adjustment of your facilities on this project, as submitted with your letter of August 14, 1970, have been approved by the State and the Federal Highway Administration. You are hereby authorized to proceed with the work as of September 1, 1970.

Please contact Mr. W. E. Mueller, Resident Engineer, 6378 S.W. Carmon Dr., Upper Boones Ferry Rd., Lake Oswego, Oregon 97034, Phone: 636-5461, at least three days prior to beginning work so that your work may be coordinated with that of the State's contractor.

Reimbursement for the work performed on and subsequent to September 1, 1970, in the amount of $271.33, will be made in accordance with Paragraph 7g(3) of PPM 30-4 upon receipt of your statement of charges. Please be sure to include the beginning and completion dates of the work in the bill.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Railroad & Utility Engineer

PGP:djg
cc: C. J. Irelan - PGE
A. E. Johnson
R. E. Simpson
V. L. Gallagher (2) (w/attach)
V. E. Skoog
L. W. Rulien (w/attach) (2)
W. E. Mueller "
R. H. Rumbolz "

RECEIVED
SEP 2 1970
OFFICE OF
STATE HIGHWAY ENGINEER

Note to L. W. Rulien: Please have a State Force Order prepared and submitted for this work. (Project No. I-5-5(47) 283) Return one copy of Est. and sketch with SFO.

NOTED
A. E. JOHNSON

RECEIVED
AUG 26 1970
FOR FILING

I-5-5(47)283
7452

August 24, 1970

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
477 Cottage Street, N. E.
Salem, Oregon 97301

Dear Sir:

Confirmation of your tentative concurrence as of August 18, 1970, is requested in the award of contract for the Hubbard Interchange Section, Project No. I-5-5(47)283.

The contractor receiving the award is Peter Kiewit Sons' Co., in the amount of $3,595,599.00 with Contract No. 7452 assigned. This bid was received on August 13, 1970, and awarded August 18, 1970.

All right of way or rights of entry have been acquired.

The low bidder completed the Anti-Collusion Statement included in our proposal, as required by PPM 21-6.1, and it will be retained in a permanent project file.

All rights of access, including utilities, to or from abutting property are either (1) denied by law, (2) have been acquired, or (3) have been acquired in condemnation proceedings which have been commenced and will be prosecuted to completion. All necessary arrangements have been made for all utility work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State contractor's operations.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

Federal Highway Administration's Endorsement

Date_____
I concur in the award.

R. E. Simpson
Division Engineer

DAR:bb

RECEIVED
AUG 24 1970
FOR FILING

I-5-5(47)283
7452

August 19, 1970

Peter Kiewit Sons Company
215 South "F" Street
Vancouver, Washington 98663

Gentlemen:

The State Highway Commission on August 18, 1970, awarded to you State Highway Contract No. 7452 in the amount of $3,995,999 on the Hubbard Interchange Section of the Pacific Highway in Clackamas County.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Floyd Oberg, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Hood, Assistant Secretary

CWH

cc Frank Morgan
I. B. Marchant
Larry Bullen
Warren Mueller
Wm. Gaibel

RECEIVED
AUG 5 - 1970
FOR FILING

FORM PR-1240
REVISED JUNE 1968

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: I-5-5(47)283

STATE PROJECT NO.:

FROM: Mr. R. E. Simpson, Division Engineer
Salem, Oregon
7-28-70

PROGRAM NO.:

ITEM NO.: I-614

COUNTY NAME: Clackamas

PROGRAM STAGE (Check): [ ] 1 [XX] 2

TO: I-5-5(47)283
.7452

Mr. R. L. Porter
State Highway Engineer
Salem, Oregon

Klabue

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER
7-22-70	7-22-70	I-5 / Hubbard Interchange

LIMITS OF AUTHORITY

After concurrence in award you are authorized to proceed with Contractor's flagging in amount of $26,400.00 and erosion control in amount of $5,000.00 as shown in your estimate.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] Preliminary engineering to determine location only
- [ ] Preliminary engineering for survey and plan preparation
- [XX] Other (Specify) Contractor's flagging $26,400; Erosion Control 5,000
- [ ] Acquisition of right-of-way
- [XX] Construction - advertise for receipt of bids
- [ ] Construction - proceed on an agreed price and/or force account basis

REMARKS

Mr. Young's June 29, 1970 request and certifying statements are accepted. PS&E documents for the subject project have been reviewed and are approved.

The Standard Speicifications for Welded Highway Bridges and Incidental Structures, July 1970 issue, are approved for use on this prouect.

Our authorization is conditioned on your obtaining rights to enter and use right of way parcels 44449 and 44450 prior to our concurrence in award.

A signed copy of the Title Sheet is returned herewith.

8-4-70 Young wlenc.
NOTED
TOM EDWARDS

RECEIVED
JUL 2 1 1970
OFFICE OF

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
7-28-70		Division Engineer

PREVIOUS EDITION MAY BE USED UNTIL SUPPLY IS EXHAUSTED.

RECEIVED
JUN 29 1970
FOR FILING

I-5-5(47)283
17452

June 25, 1970

8552

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
Box 300
Salem, Oregon 97308

Re: Hubbard Interchange Section
Pacific Highway
Oregon I-5-5(47)283
Illumination and Signing
Your Files 08-35-DA and 08-35-DA1

Dear Sir:

In reply to your letters of June 15 and 18, please be advised that our plans and specifications have been revised to conform with the conditions for approval set forth in your above-mentioned letters.

However, we do not agree with the elimination of the lighting from the interchange to the rest area. The weaving movements that are required of traffic in this area are a potential hazard.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
Ivan Merchant

DOC:ag ja

RECEIVED
JUN 22 1970

Form FHWA-1B (12-67)
UNITED STATES GOVERNMENT

FOR [illegible]

Memorandum

I-5-5(47)283

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

7452

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

DATE: June 18, 1970

In reply refer to: 08-35-DA1

SUBJECT: Oregon Project I-5-5(47)283
Hubbard Interchange Section
Pacific Highway
Illumination

Based on Mr. Dixson's verbal explanation of the anticipated conditions on the Hubbard leg of this interchange, we have reappraised the limitations stated in our June 15 memorandum. Confirming verbal approval given to Mr. Dixson on June 17, 1970, our participation will be expanded southerly along the Hubbard ramps and will include 12 towers with supplemental lighting under structures and at the Station 635 gore point on the Hubbard Highway.

The preliminary signing plans have also been reviewed and are considered satisfactory with the exception of the "Rest Area" sign at Station "LS" 619+00. Our Area Engineer has suggested a cantilever installation to place this sign directly over the right lane. The legend could be modified to read "Rest Area" with a down arrow with the "Exit Only" tags. This would allow utilization of the existing sign.

Copy - Merchant
6-22-70

NOTED
TOM EDWARDS

RECEIVED
JUN 19 1970
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

DATE: June 15, 1970

In reply refer to: 08-35-DA

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon I-5-5(47)283
Hubbard Interchange Section
Pacific Highway
Illumination

Mr. Edwards' June 5 letter requests our approval of a proposed illumination plan for the subject interchange. Your plan calls for tower lighting and incorporates 24 - 120' towers.

We agree illumination is warranted at this interchange complex to enhance safe, expeditious traffic operations. We do not agree with the extensive proposal as presented.

We would consider participating in a plan limited to the 9 towers between Stations 590 and 617 as spotted in green on the attached print. Participation could also be extended to those electrical conduits for a future broader roadway illumination plan which would be difficult or costly to install after the basic reconstruction of the roadway.

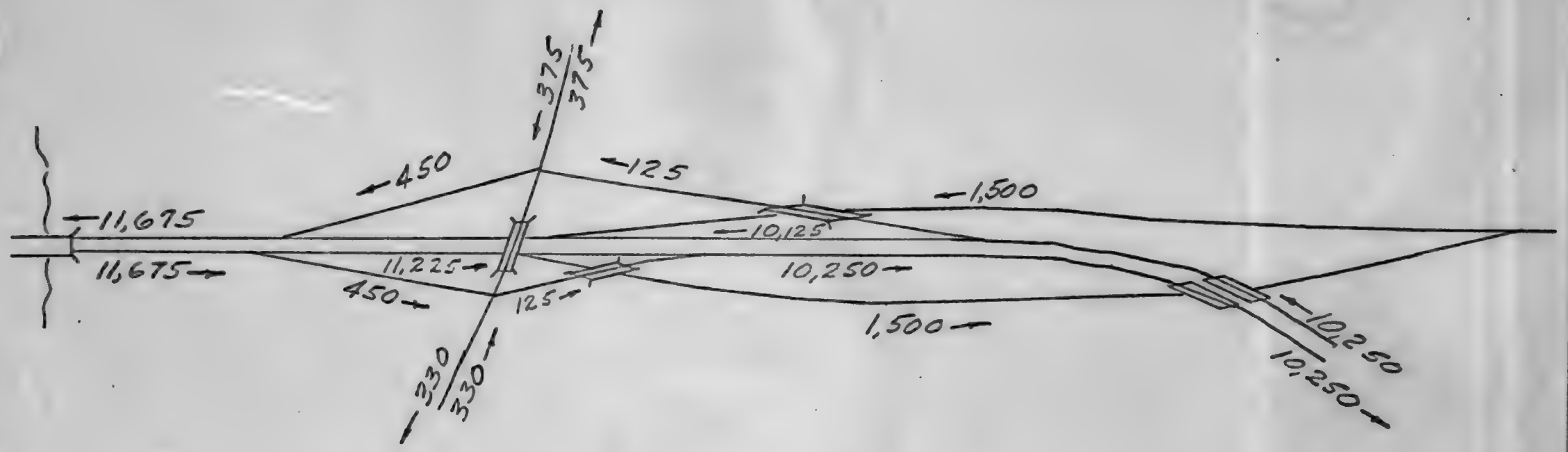
Enclosure

Merchant RS
cc Edw-

RECEIVED
JUN 15 1970
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
D. O. Christensen

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN


375
375
450
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1970 ADT

RECEIVED
JUN 24 1970
FORM E-30 (REV. 10-69)
FOR FILING

Mr. Klaboe

I-5(17)
7452

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem 97310
June 22, 1970

SUBJECT: Right of Way Status
FAI Project
July 23, 1970, Bid Opening

To: Mr. L. H. Young
Program and Planning
Engineer

B U I L D I N G

I certify that to the best of my knowledge the following statement is correct with regard to the right of way for the above project scheduled for contracting on the above date.

On the following project, all rights of way, rights of access, or rights of entry are acquired with the exception of the files listed following the name of the project:

Hubbard Intchge. Sec., Pacific Hwy., Clackamas Co.
Grade, Pave, Strs.(5) and Sign
44449-Eriks & 44450-Koenig

We expect to have possession and all rights of entry and rights of access of these files prior to the date we request Bureau concurrence in the award of the contract.

Relocation advisory assistance has been provided where necessary in accordance with paragraph 3h of PPM 80-5.

Our previously submitted assurances of an adequate relocation assistance program and real property acquisition policy assurances have been fully implemented. All persons and occupants of the right of way within this project have either: Relocated to decent, safe, and sanitary housing; Obtained the right of possession of adequate replacement housing; Been offered by the State decent, safe, and sanitary housing available for immediate occupancy.

This certification does not include right of way, rights of access, or rights of entry that are being purchased from utilities or railroads as part of agreements being handled by the Utilities Section. These will be certified separately by the Utilities Engineer.

John R. Oakes

John R. Oakes
Assistant Right of Way Engineer

JRO:GZ
cc F. B. Klaboe
V. E. Skoog
T. W. Litchfield
W. H. Haskin
Duane Ridings
Frank Lowe
M. R. Mitchell

RECEIVED
JUN 24 1970
OFFICE OF
STATE HIGHWAY ENGINEER

GPO 824-770-734

TRANSACTION NUMBERS 6-41 THRU 6-43

Klabor

FORM PR-48 (REV. 7-67)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT	DATE
OREGON	6-19-70
BY (Signature)	
MR. YOUNG'S JUNE 11, 1970 LETTER	
TITLE	
PROGRAM & PLANNING ENGINEER	

CLASS OF FEDERAL FUNDS

☒ FAI ☐ FAP ☐ FAU ☐ FAS ☐ OTHERS _____

STAGE 1 * ITEM NOS. _____ THRU _____		STAGE 2 ITEM NOS. 614 THRU 616		FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State)	
ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST		LOCATION	WORK
614	I-5-5(47)283	1.26	3,120,000	2,878,000	HUBBARD INTERCHANGE	GRADE, DRAIN, HIGH TYPE PAVEMENT, 4 STRUCTURES AND ILLUMINATION.
615	I-5-4(68)235	0.00	91,500	84,400	TALBOT ROAD TO NORTH ALBANY INTERCHANGE	LANDSCAPING
616	I-205-7(19)290	0.00	370,000	341,300	TUALATIN RIVER - PACIFIC HIGHWAY SECTION	ILLUMINATION

6-19-70

I-5-(47)283

I-5-4(68)235

I-205-7(19)290

REMARKS (Division)

YOU ARE AUTHORIZED ON ITEM 614, I-5-5(47)283 - HUBBARD INTERCHANGE, TO PROCEED WITH THE NECESSARY PREPARATORY WORK FOR THE ADJUSTMENT OF UTILITIES.

RECEIVED JUN 22 1970 FOR FILING

Jones 6-22-70

RECOMMENDED DATE	RECOMMENDED SIGNATURE AND TITLE	APPROVED DATE	APPROVED SIGNATURE AND TITLE
		6-19-70	R. E. SIMPSON, DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

GPO 927-954

RECEIVED
JUN
FO

COUNTY OF CLACKAMAS

BOARD OF COMMISSIONERS

OREGON CITY, OREGON 97045

656-2641

FRED STEFANI, CHAIRMAN
THOMAS D. TELFORD, COMMISSIONER
ROBERT SCHUMACHER, COMMISSIONER

June 15, 1970

I-5-5 (47) 283
7452

Oregon State Highway Department
Highway Building
Salem, Oregon 97310

ATTENTION: Tom Edwards
Assistant State Highway Engineer

Gentlemen:

We have reviewed your proposal of June 8, 1970 to participate in the illumination of the Hubbard Interchange Section of the Pacific Highway.

This Board recognizes that illumination of intersections contributes to the safety of traffic facilities. However, our limited funds dictate that expenditures must be made on a priority basis. Our present priority system indicates that we will not be able to participate in the yearly power cost of this project.

It is our hope that additional revenues will be made available to Counties in the future so that we can participate in this very important phase of traffic safety.

Sincerely yours,

BOARD OF COUNTY COMMISSIONERS

Fred Stefani
Chairman

NOTED
TOM EDWARDS

Thomas D. Telford
Commissioner

Robert Schumacher
Commissioner

RECEIVED
JUN 18 1970
OFFICE OF
STATE HIGHWAY ENGINEER

Copy - Merchant
Bud Heaney
Cost
Rel
6-19-70

PW

RECEIVED
JUN 22 1970
FOR FILING

I-5-5(47)283
7452

Box 300
Salem OR 97308

June 15, 1970

08-35-DA

Portland General Electric Co,
Willamette Valley Division
136 High St., SE.
Salem OR 97308

Attention: Donald S. Kearton, Estimator

Gentlemen:

Subject: Oregon I-5-5(47)283
Hubbard Interchange Section
Pacific Highway

Your June 10 letter presents a sketch of your proposed line crossing at the Hubbard Interchange in connection with the forthcoming reconstruction project. Your letter requests our review and advice as to whether you may proceed accordingly.

We do not have sufficient data available regarding the type of line, capacity, etc., to make a suitable review of your proposal nor do we have studies on available alternates (underground, etc.) that may have been considered. The operating procedures in handling matters of this nature require that you work with and through the appropriate State Highway Division officers. Your agreements, permits, and maintenance obligations are issued under the jurisdiction of the Oregon State Highway Division. Your authority to proceed must be obtained from the State and with their approval. The approval authority of the Federal Highway Administration is based on recommendations of the State Highway Division under policies and procedures established for Federal-aid construction.

By copy of this letter your proposal is being forwarded to the Oregon State Highway Division for processing. Future proposals involving utilities adjustments should be directed to the appropriate State Highway office. If you have any question regarding Federal-aid procedures, please feel free to contact this office at any time.

REFERRED TO 6-22-70
Barbara Jones
By Asst. State Hwy. Engr.

Sincerely yours,
Original signed by
R. E. Simpson
R. E. Simpson Division Engineer
Division Engineer

RECEIVED
JUN 1 1970
OFFICE OF
STATE HIGHWAY ENGR.

cc:
RHRumboltz, OSHD Milwaukie
OSHD(Cartwright)
OSHD(Klaboe)

ETC.:

COUNTY OF CLACKAMAS
BOARD OF COMMISSIONERS
OREGON CITY, OREGON 97045
656-2641

FRED STEFANI, CHAIRMAN
THOMAS D. TELFORD, COMMISSIONER
ROBERT SCHUMACHER, COMMISSIONER

June 12, 1970

State Highway Department
City-County Division
Highway Building
Salem, Oregon 97310

ATTENTION: H. S. Cox
City-County Engineer

Gentlemen:

This Board has reviewed your letter of June 9, 1970 addressed to John McIntyre, our Director of Public Works, regarding the reconstruction of the Hubbard Interchange. We are agreeing to your proposal set forth in this letter, provided the following conditions are made a part of this proposal:

(1) That a temporary interchange is constructed and put into operation at the Butteville Road intersection with I-5 prior to the closure of any County roads.

(2) That the type, extent and location of the temporary detour signing is subject to approval at the time of installation by Clackamas County.

If these amendments to your proposal are acceptable, please consider that an agreement has been reached in this matter.

Sincerely yours,

BOARD OF COUNTY COMMISSIONERS

Fred Stefani
Chairman

Thomas D. Telford
Commissioner

Robert Schumacher
Commissioner

PW

FORM 8-50 (12-67)

Routing: Barbee, Hall, A. Olson, Simple, Terpin, Swanson, Trout, Wills, Heckleman, Scott, R. Olson, Carstensen

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

RECEIVED JUN 15 1970

June 12, 1970

DESIGN DIVISION

SUBJECT: Hubbard Interchange
Pacific Highway

To: Mr. Frank L. Hall
Design Engineering

Based on yesterday's conversation and inspection of the proposed, temporary Butteville Road interchange, my cost estimate for acquiring use of the two land parcels needed is as follows:

		2 yr. period	3 years
A.	Approx. 4.0 acres in the southwest quadrant. Marion County.	$ 1,300.00	$ 1,800.00
B.	0.12 acre triangle (100' x 100') in the NE quadrant. Clackamas Co.	$ 300.00	300.00

Breakdown is as follows:

A. 2 year period		3 year period	
4.0 acres x $214 =	$ 856.00	4.0 acres x $310 =	$1,240
Restoration damage to land	250.00	Damage to land	250
*Rental loss, 24 mo. at $5.00	120.00	*Rent, 36 mo. x $5	180
Property taxes	75.00	Taxes	113
	(1,301.00)		(1,783)
Total, rounded	$ 1,300.00	Total, rounded	$ 1,800.00

B. 2 year period		3 year period	
0.03 acre x $1,500	$ 45.00	0.03 acre x $1,500	$ 45.00
0.09 acre x $ 214	19.00	0.09 acre x $310	28.00
Fencing at start, 140' x $1	140.00	Fencing 140' at $1	140.00
Fencing at end, 100' x $1	100.00	Refencing 100' at $1	100.00
	(304.00)		(313.00)
Total, rounded	$ 300.00	Total, rounded	$ 300.00

Explanation of the appraisal procedure is on the attached page.

*proximity damage to small dwelling and yard

Bin Hopkins

D. L. Hopkins
Right of Way Agent

cc: D. H. Moehring

APPRAISAL PROBLEM

The highway project for a temporary interchange at the Butteville Road crossing will affect approximately 4.0 acres lying in the southwest quadrant. One plus acre will serve as right of way and the balance (inside the interchange) will be uneconomical to farm because of size, etc. The State wishes to acquire a temporary easement of say 3 years duration or the equivalent of a short term lease. The State's obligation will be to restore the land to its former condition as much as possible at the end of its use by means of putting back top soil, grading, etc. Existing drainage ways which are filled and tiled will not be be restored unless the owner requests it be done. Property taxes are to be the owner's obligation.

0.03 acre of the 0.12 acre triangle in the northeast quadrant of the interchange will not be restored as before and thus considered permanently damaged. This is the portion (approx. 50' x 50' triangle) which will undergo construction. The owner will be obligated to fence out the entire parcel - requiring approximately 140' of fence. Upon termination, it will also be the owner's obligation to re-establish his fencing (100') along Butteville Road.

APPRAISAL PREMISE

The owner of the 4.0 acre parcel can readily sell off this part of his property at market value and commence earning contract, first mortgage or reinvestment interest at the going market rate of 7 to 9 percent, or say 8%. Since he is unable to do this during the term of the State's use, with possibility of losing out on a chance to accept a fair offer, he is entitled to compensation equal to the difference between today's value and the land's reversion value at the end of the easement or lease period. Just Compensation therefore includes:

1. Leasehold value
2. Damages to remainder, if any
3. Property taxes to be paid by owner

APPRAISAL METHOD

Present market value of land per acre, say		$ 1,500.00
Less reversion value, assuming no damages		1,190.70 *
Per acre value of the leasehold	Rounded	$ 310.00

*Factor for 3 years at 8% interest is 0.7938
Thus: $1,500 x 0.7938 = $1,190.70

**Future worth of $1,500 invested for 3 years at

8% = $1,500 x 1.26 =	$ 1,890
Less	1,500
Value of interest earnings 3 years hence	$ 390
Present worth ($390 x 0.7938 = $309.58), rnd.	$ 310

RECEIVED
JUN 15 1970
FOR FILING

I 55(47) 283
Y4/52

June 11, 1970

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon 97301

Dear Sir:

We are sending program data for three Federal-Aid Projects, Item Nos. 614 thru 616, which we desire to have included in the Federal-Aid Interstate Program.

We plan to receive bids for these projects on July 23, 1970.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

DAR:bb

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1 (REV. 4-61)

6/11/70

FEDERAL-AID P

(PPM

CARD 2	REPORT NUMBER (19)(20)	1	PROJECT LOCATION (45 typewriter spaces) 21 65	Willamette R. (Wilsonville Br.) S. 1.3 Mi.	ADT	PRESENT	23,650	FUTURE (66)	52,500	(70)	YEA (71)	9
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 26 62	Gr., Dr., High-Type Pave., 4 Strs.	NATL. FOREST (63)(65)		FH ROUTE NO. (66)(68)		SUPV AGCY (69)		DA CLASSIF. (70)		DA AREA (71)		EMERG. YR. (72)(73)	PL. AUT (74)
CARD 4	CLASS OF FEDERAL FUNDS	Interstate									COUNTY NAME		
	NAME OF URBAN AREA 17-31										ROUTE NO.	I	FEDERAL-AI I-5

CARD 5	LINE NO. (14)(15)	CHANGE CODE (16)	PROJECT CODE 41	WORK CLASS 42	WORK TYPE 43 46	STEP 53	TERMINI (Full description)	MILES (54)(58)	ESTIMATED PROJECT C TOTAL ESTIMATED COST (59) (66)	FEDERAL FUNDS (67)
5					PE		Willamette River (Wilsonville Bridge) S. 1.3 Mi.			
5					ROW		(Hubbard Interchange Section)			
5					CONST (CODE)			1.26	3,120,000	2,878,000
CARD 1	CODE 1	PREPARED BY					PROJECT TOTALS	1.26	3,120,000	2,878,000
1	14	PROGRAM APPROVAL DATES							(16) (23)(24)	

Additional Data: Items I-453 and I-526, P
Clearinghouse review not required as per B
and design approval covered in BPR Memo of

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

6/11/70

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

. 1.3 Mi. (65)	ADT	PRESENT	FUTURE (66)	YEAR (70)(71)(72)	REGION	STATE NAME	STATE CODE (32)(33)	APPN CODE (4)(9)	ITEM NO. (14)(18)
		23,650	52,500	90	08	Oregon	35	042	614

UTE (68)	SUFV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)(72)	EMERG. YR. (73)(74)	PL. AUTH YR (75)	PROJECT NUMBER PREFIX LETTER(S) (14)	NUMBER (23)	SEQ. NO. (7) (18)	I. Projects Only POST MI. (24)(26)	DESIG. (27)
						I-	5-5	(47)	283	

COUNTY NAME: Clackamas — CODE 005 (14)(16)

PROGRAM STAGE: [ ] 1 OR [X] 2

ROUTE NO.	FEDERAL-AID (32)	STATE (36)(37)	U.S. (41)
I	I-5		I-5

	MILES (54)(58)	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST (59)(66)	FEDERAL FUNDS (67)(76)	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
						Gr., Dr., 6-12' lanes H.T. pave., with 10' Right and 6' Left shoulders, median var. (16' min. to 50'), 4 strs. (length 1,172'), and illum.
	1.26	3,120,000	2,878,000	242,000		ROW-274' min.; Access Control-full; Park. Restrictions-complete; Utilities-Incl. prep. work.
	1.26	3,120,000	2,878,000	242,000		

(16) (23)(24) (33) REMARKS

Additional Data: Items I-453 and I-526, Project Nos. I-5-5(33)284 and I-5-5(39)284. State Clearinghouse review not required as per BPR Memo of Feb. 19, 1970. Requirements of PPM 20-8 and design approval covered in BPR Memo of April 18, 1969.

-OVER-

USCOMM DUSCOMM-DC 48905-P61

HUBBARD INTERCHANGE SECTION
Additional Data - Continued

The project consists of grading and draining six 12-foot lanes of asphalt concrete pavement with 10'R and 6'L shoulders with a variable median, 16' minimum which will have the GM type barrier to 50' maximum. Construction of four structures with a total length of 1,172 feet. Interchange illumination.
NOTE: There is a gas line and power line to be relocated which are nonreimbursable; there are no railroads involved.

Roadside improvement will be done under separate contract in the future which is considered to be Stage construction and the requirements of PPM 20-8, IM-50-1-70 and Bureau of the Budget Circular A-95 are considered complete for said work.

Information for PR 37

Roadway	Type Code 6204		$1,780,000

Structures

Mile Point	Description	Type Code	Estimated Cost
0.00	North end of project		
0.41	Highway under Boones Ferry Road Highway, prestressed box girder Br. No. 7624A, length 326' H.C. 48'.	X781	$ 375,000
0.49-R	J-H Line structure, reinforced concrete box girder Br. No. 7624B, length 294', H.C. 28'.	X221	200,000
0.58-L	K-M Line structure, reinforced concrete box girder Br. No. 9870, length 313', H.C. 28'.	X221	250,000
0.77	Twin structures, highway over highway, N.B. existing to be widened Br. No. 7794A, length 194', H.C. 54'; S.B. new, Br. No. 7794B, length 239', H.C. 62'. Reinforced concrete deck girder structures.	X221	515,000
			$1,340,000

FORM E-90 (REV. 10-68)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97202
June 9, 1970

SUBJECT: Hubbard Interchange Section
Pacific Highway

To: Mr. D. J. Barbee
Design Engineer
Salem

ATTENTION: Frank Terpin

During the course of our plan-in-hand inspection held on June 5 on the subject project, I indicated I would have the area under the existing median checked for adequacy. We have not yet removed this section of the median to investigate the underlying material. I am reasonably sure the pavement structure under the median is continuous and, therefore, suggest that the plans merely show removal of the median and patching back to the existing pavement level with A.C. If removal of the median indicates an inadequate section at this location, the excavation and backfilling with A.C. can be handled as extra work. This item could be listed under Section 104.04, Extra Work, in the special provisions if desired.

I note on Sheet 4 that there is no guardrail called for along the "C" Line or the "N" Line. I understand this is because the slope is to be 4:1 or flatter. Along the "C" Line particularly, there will be considerable fill, probably in the neighborhood of 40 to 50 feet. Flattening a slope of this height does not appear too practical in this area. I suggest that the slope be steepened and guardrail installed or a section be called for with the first 30 feet measured horizontally to be a 4:1 or flatter slope, then a steeper slope on down to creek bottom.

REFERRED TO
Terpin
Design Engr.

L. W. Rulien
Division Engineer

by A. C. Harwood
A. C. Harwood
Assistant Division Engineer

ACH:nlb
cc: W. E. Mueller

1 Barbee
2 Hall
A. Olson
Sample
3 Terpin
Swenson

RECEIVED
JUN 10 1970
DESIGN
DIVISION

Trout
Wills
Hackleman
Scott
R. Olson
Carstensen

SP 52478-734

cc: D. J. Barbee
P. D. Morgan
L. W. Rulien

Routing

Barbee — Trout
Hall — Wills
A. Olson — Hackleman
Semple — Scott
Terpin — R. Olson
Swenson — Carstensen

RECEIVED
JUN 18 1970
DESIGN DIVISION

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

June 9, 1970

Board of County Commissioners
Marion County Courthouse
Salem, Oregon 97301

Attention: Mr. John Anderson, Director
Department of Public Works

Gentlemen:

The State proposes to accept bids on the Hubbard Interchange Section of the Pacific Highway (I-5) at the bid opening scheduled for July 23. It has been determined that reconstruction of said Hubbard Interchange, although lying in Clackamas County, will require detours and temporary closure of various roads within the area, some of which are presently under Marion County jurisdiction, and construction of a temporary interchange at Butteville Road.

In order to accomplish the reconstruction of the interchange in the most economical manner, State requests concurrence of the County in the construction of a temporary interchange at Butteville Road and the use of Butteville Road as a temporary detour during the interim of construction.

State shall furnish and install all necessary signing and perform the required maintenance operations on Butteville Road for the duration of its use as a temporary highway route, all at no expense to County.

Upon completion of construction, and the opening to traffic of the Hubbard Interchange, the temporary interchange shall be removed and Butteville Road returned to County jurisdiction in a condition at least equal to, or better than, the condition existing at the time of rerouting traffic, all at no expense to County.

If this proposal is acceptable to the Board of Commissioners, please execute three copies of this letter and return two of the signed copies to this office. Your interest and cooperation in this matter are appreciated.

APPROVED June 10 1970
BOARD OF COMMISSIONERS OF Marion COUNTY
BY Pat McCarthy
COMMISSIONER
Harry Carson Jr.
COMMISSIONER
Henry C. Mattson
COMMISSIONER

Very truly yours,

Forrest Cooper
State Highway Engineer

By

H. S. Cox
County and City Engineer

MCH:mm

CLACKAMAS COUNTY
MARION COUNTY

T. 3 S.
T. 4 S.
R. 1 W., W.M.

R/W 7

Pacif

Hubbard Interchange 1.9 Miles

CLACKAMAS COUNTY
MARION COUNTY

OUTT ROAD A28

'PROPOSED TEMPOR
AT BUTTEVILLE RO

Scale 1"=100'

CLACKAMAS COUNTY

MARION COUNTY

T.3S., R.1W., W.M.

T.4S., R.1W., W.M.

COUNTY ROAD 428

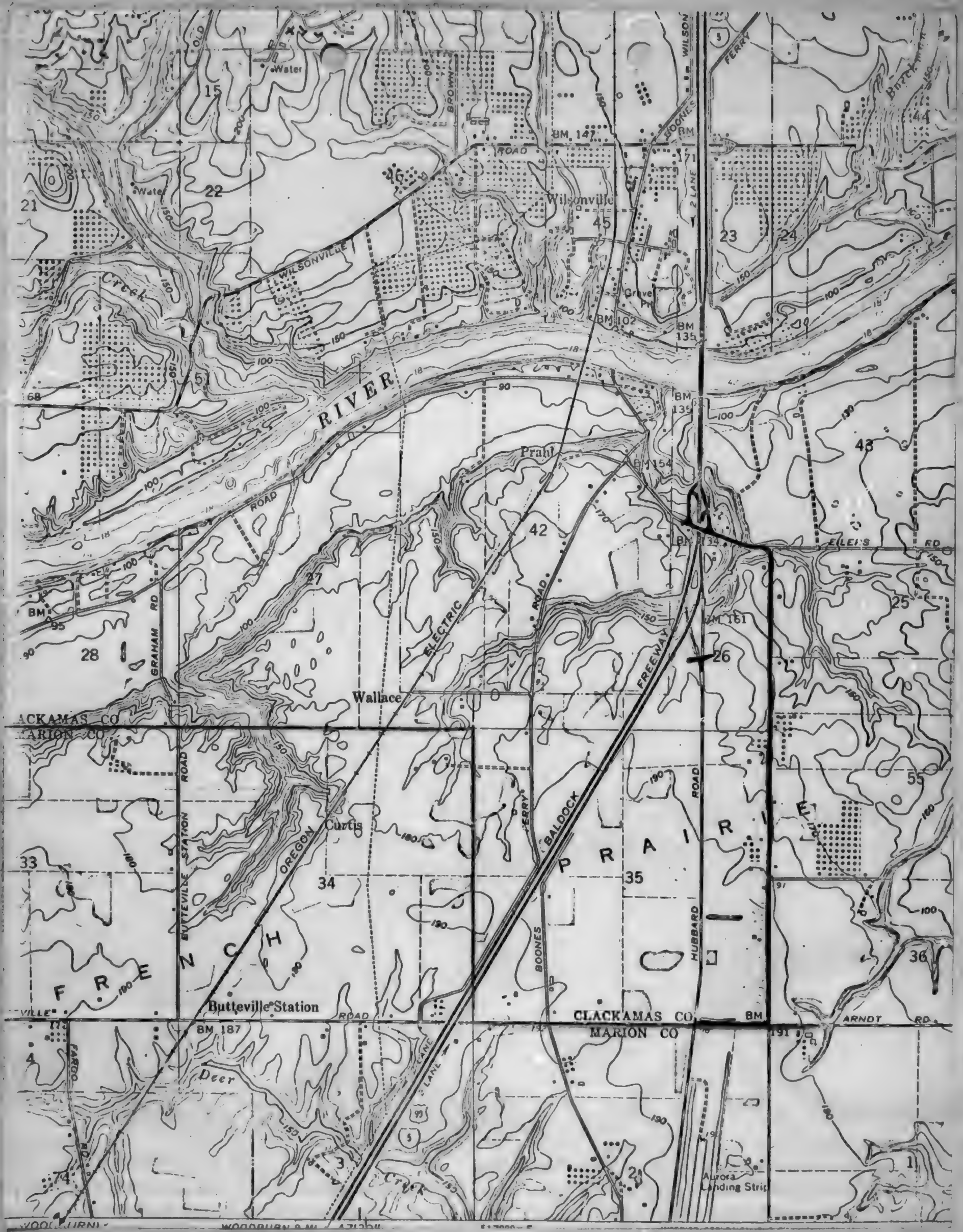
R/W 7

Pacific Hwy. (I-5)

e 1.9 Miles

Scale 1"=100'

PROPOSED TEMPORARY INTERC
AT BUTTEVILLE ROAD OVERCROS


Water
BROWN ROAD
BM 147
WILSON
FERRY
BROOKLES
2 LANE
Wilsonville
WILSONVILLE
Creek
Gravel Pit
BM 102
BM 135
RIVER
Prahl
BM 154
ROAD
ELLER'S RD
GRAHAM RD
ELECTRIC
FREEWAY
Wallace
CLACKAMAS CO
MARION CO
BUTTEVILLE STATION ROAD
OREGON
Curtis
FERRY
BALDOCK
ROAD
PRAIRIE
BOONES
HUBBARD
FRENCH
Butteville Station
BM 187
CLACKAMAS CO
MARION CO
BM
ARNDT RD
FARGO
Deer
CREEK
Aurora Landing Strip
WOODBURN

RECEIVED
JUN 12 1970
FOR FILING

I-5-5(47)283
10:7452

June 8, 1970

Mr. John McIntyre
Director of Public Works
Clackamas County Department
of Public Works
902 Abernethy Road
Oregon City, Oregon 97045

Re: Illumination
Hubbard Interchange Section
Pacific Highway
Clackamas County

Dear Mr. McIntyre:

As part of the above project it is proposed to illuminate the interchange with one hundred and forty-two (142) 1000-watt metal halide luminaires mounted on twenty-four (24) 120-foot towers.

In order to receive Federal participation, certain conditions must be met. One of these conditions is that the county or city, as the case may be, contribute a substantial amount toward the installation, maintenance, and power cost of the project. Assumption of the power cost is considered a substantial contribution. The estimated power cost for the project is $7,838 per year.

One print of the preliminary plan for illumination is enclosed for your information. As this project is scheduled for the July 23, 1970 letting, it would be appreciated if an early reply could be attained.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
Ivan Merchant
L. E. George
H. S. Cox
L. W. Rulien
Attachment

DOC:ag ja

NOTE
THE SCALE OF THIS PRINT IS
½ THAT OF THE ORIGINAL DRAWING
FOR EXAMPLE:
INDICATED SCALE ¾"=1'-0"
SHOULD BE READ 3/8"=1'-0".
INDICATED SCALE 1½"=1'-0"
SHOULD BE READ ¾"=1'-0"

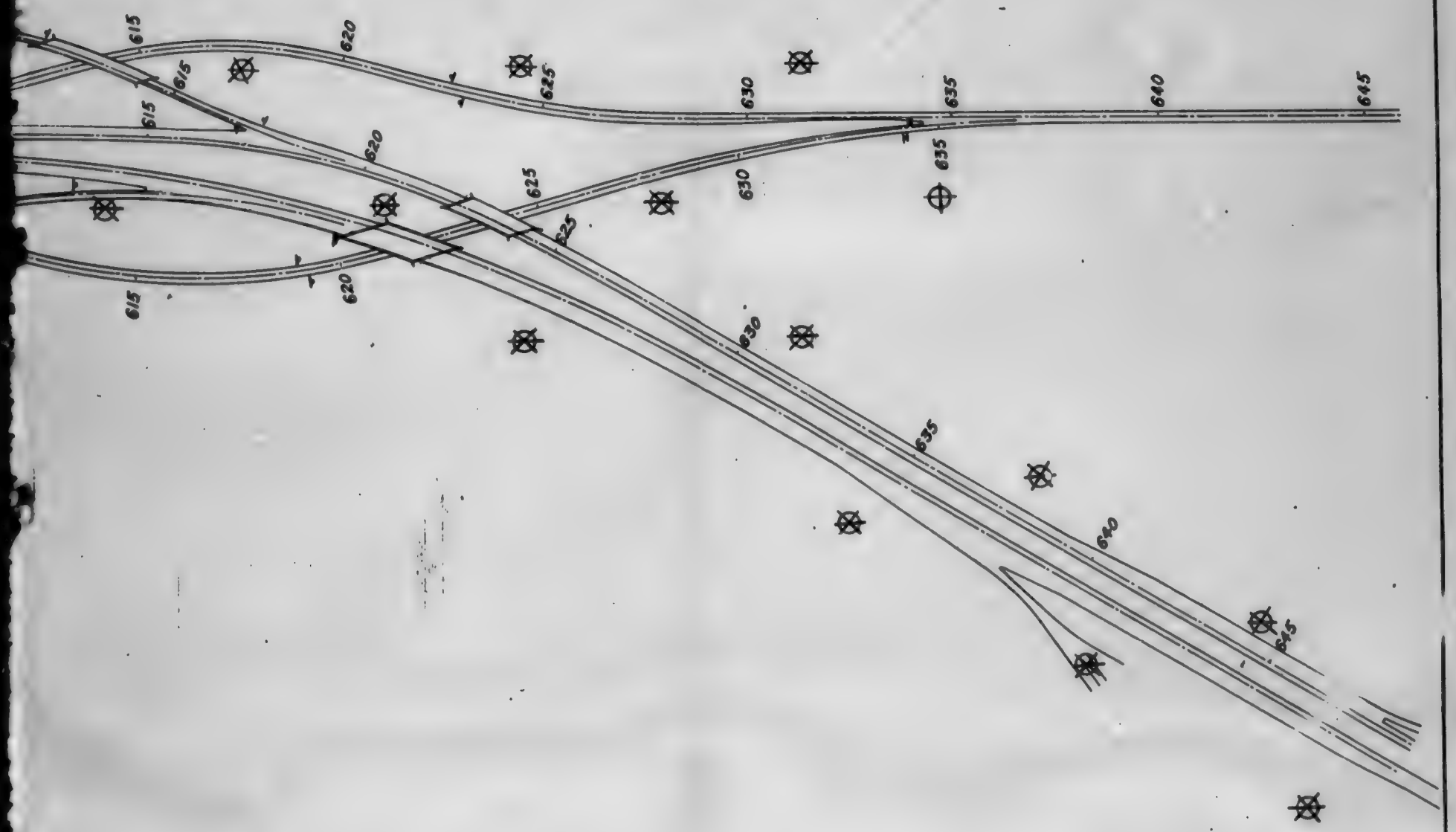
HUBBARD INTERCHANGE

SCALE 0 100 200 400 800 FEET

N

LEGEND

Proposed 6-1000 Watt Metal Halide Luminaires
" 4-1000 " " " " "
120 Ft Mounting Height



COST ESTIMATE

ILLUMINATION	$ 230,000
20% Engr. & Cont	46,000
TOTAL	$ 276,000
Est. Power Cost	$ 7,838

APPROVED:

BRIDGE ENGINEER

ASST. STATE HIGHWAY ENGINEER

DESIGNED ..... CHECKED .....
DRAWN ..... CALC. BOOK .....

OREGON STATE HIGHWAY DEPARTMENT
BRIDGE DIVISION

HUBBARD INTCHGE

DATE ..... BRIDGE NO. .....
ACCOMPANIED BY DWGS. .....

SHEET ..... OF .....
DRAWING NO. 1

RECEIVED
JUN 24 1970
STATE OF

6-5-70

FORM FHWA-1128 (1-69)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

INSPECTION REPORT

tk1

I-5-5(47)283

REGION NO.	REPORT ON	DIVISION
8	Plans-in-Hand Inspection	Oregon
DATE OF INSPECTION	INSPECTION MADE BY	PROJECT NO.
6-5-70	C. T. Christianson, Area Engineer	I-5-5(47)283
IN COMPANY WITH		
See Below		

RECEIVED
JUN 23 1970
OFFICE OF
STATE HIGHWAY ENGINEER

REMARKS

HUBBARD INTERCHANGE SECTION
PACIFIC HIGHWAY
Grading, Paving, Structures and Illumination

This project will provide for modification of the interchange to eliminate the left-hand off ramp, facilitate 6-lane throughway construction, and improve the safety and operational functions of the interchange. Due to the necessary geometric design at this interchange some illumination will be required at this location.

A plans-in-hand inspection was conducted on this date with the following personnel in attendance:

John Walker, Assistant Construction Engineer, OSHD
Frank Terpin, Assistant Design Engineer, OSHD
Art Brummitt, Specifications, OSHD
Fred Ericksen, Designer, OSHD
Warren Mueller, Resident Engineer, OSHD
J. E. Holland, Assistant Resident Engineer, OSHD
Al Harwood, Assistant Division Engineer, OSHD
C. T. Christianson, Area Engineer, BPR

6-23-70
REFERRED TO
Barbara Morgan

The general design of this interchange was considered satisfactory. The geometrics and grading plans were reviewed in the field and are considered suitable for the type of material and location.

It was decided at this time that drainage, curbs, and guardrail installation on the northerly end of this project should be installed under the current contract in an effort to control erosion from the approach embankments. The drainage and curb work can be extended by price agreement under the current bridge contract on the adjacent project. In connection with this drainage and erosion control measure an extra work order will be negotiated on the current contract to remove dead trees on the westerly side of the Willamette River Bridge approach fill. These trees have been destroyed by siltation around the trunk as a result of erosion from the embankment on the current contract.

NOTED
F. B. KLABOE

The guardrail and guidepost design was reviewed and considered satisfactory. It was recommended that the specifications for guardrail be written in such a manner that all new guardrail be installed under this contract. The guardrail in place is basically of an old-style design and is not considered acceptable for current standards. A small portion of the median barrier is of the current style rail member. However, there is

(more)

U.S. GOVERNMENT PRINTING OFFICE: 1969-O-14-000

EDITION OF 1-63 MAY BE USED.

not sufficient quantity to expect salvage usage of this material. It was therefore recommended that the State install all new guardrail under this project and that no salvage value be considered. The existing rail members may be used by the contractor for temporary barricades in traffic control measures as needed.

In order to facilitate construction and obtain lower bids under this contract a temporary interchange has been proposed at Butner Road. In connection with the temporary interchange, signing and barricades will be required to direct traffic to the new temporary facility. The temporary interchange location was reviewed in the field and adequate room for acceleration and deceleration lanes is available. The contract should be written to construct and obliterate the temporary facility within the operational time limits of the contract. The acceleration and deceleration lanes constructed for this installation could remain in place as a part of future 6-lane operations in that vicinity. The temporary interchange will be located approximately 2 miles south of the current Hubbard Interchange and will remove all traffic from the construction zone with the exception of mainline I-5 through traffic.

Subsequent to this plans-in-hand inspection the preliminary plans for illumination and signing have been reviewed by the BPR area engineer. The decision and comments involving those installations have been set forth in separate memorandums which document decisions rendered during meetings with appropriate State Highway personnel.

RECEIVED
JUN 8 - 1970
FOR FILING

I-5 5(47) 2X3
2452

June 5, 1970

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
Box 300
Salem, Oregon 97308

Re: Illumination
Hubbard Interchange
Pacific Highway
Clackamas County

Dear Sir:

Attached are two prints of the preliminary illumination plan for the Hubbard Interchange.

Justification for the illumination of this interchange is based on the complexity of this interchange, which is actually two interchanges together. This type of interchange creates many potential hazards, particularly with the high-speed traffic involved with the merging of the Wilsonville Highway and the Pacific Highway and the decisions the motorist has to make in negotiating the interchange. To reduce and eliminate, as much as possible, these potential hazards it is mandatory that this interchange be illuminated as per the enclosed plan. The 1970 ADT for this project is attached.

As is shown on the attached drawing, it is proposed to illuminate this interchange with 1000-watt, 120-foot tower-mounted Metal Halide luminaires of Type V distribution. The illumination is designed for an average maintained value of 0.6 to 0.8 foot candle with a uniformity ratio of 3:1. Additional 250-watt luminaires as required will be placed under the structures to eliminate any dark spots.

The estimate for this installation is $276,000, which includes 20 percent for engineering and contingencies.

This information is being furnished to you with a request for approval. Please return one print with your approval or comments noted thereon.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

Attachments (2)

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
Ivan Merchant
L. E. George

DOC:ag ja

RECEIVED
JUN 5 - 1970
FOR FILING

I-5-5(47)283
7452

June 3, 1970

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
Box 300
Salem, Oregon 97308

Re: Hubbard Interchange
Pacific Highway

Dear Sir:

I forward preliminary plans of the northbound and southbound structures carrying I-5 over the Wilsonville-Hubbard Highway. Also attached is a plan for a retaining wall with a GM-type configuration to be placed underneath the structures for safety purposes, inasmuch as the previous decision taken by your Department to leave the one existing structure in place necessitates protection of the columns which are closer to the running lanes than current standards.

I want the record to show that, although I have approved these structures, I do not agree with the decision to leave the old structure in place. The necessity of spending approximately $100,000 to protect these columns to save a partial structure is, in my view, not good engineering practice.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

TE:ja

Attachments

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
Ivan Merchant

RECEIVED
FEB 18 1970

UNITED STATES GOVERNMENT

Memorandum

I-5-5(11)-283

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon
Attention: Mr. G. L. Decker

745

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

DATE: February 11, 1970

In reply refer to: 08-35-DB2

SUBJECT: Oregon Project I-5-5(-)250
Hubbard Interchange Section
Pacific Highway
Clackamas County

Reference is made to your "Project Base Design" dated 12-5-69 submitted for our approval by your letter dated 12-18-69.

The base design as submitted is approved. Consideration should also be given to reducing the depth of CTB and adding lime treatment of the subgrade.

2-18-70

REFERRED TO
Darken - Barbre
BY ASST. STATE HWY. ENGR.

NOTE
F. B. KLAUS

RECEIVED
FEB 16 1970
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Porter

RECEIVED
OCT 17 1969

OREGON STATE HIGHWAY DEPARTMENT

I-5-5(41)283
2452

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

October 16, 1969

NOTED
R. L. PORTER

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street N.E.
Salem, Oregon 97310

File 20862
Hubbard Interchange Section
Pacific Highway
Washington County

Attention Mr. C. J. Mathias

Dear Mr. Simpson:

On October 14 you questioned our method of arriving at the residential valuation ($27,075), as shown on relocation form E-601 (Part 2), Item "Market Value".

At the request of the relocation agent, Dave Terbell, LeRoy Edwards prepared a residential appraisal report under the date of May 8 to furnish this information.

Attached is a copy of the report which was a part of our district office file. See page 3, paragraph 20, for the amount you question.

Please return the attached report after completing your investigation.

Very truly yours,

G. E. ROHDE
Chief Counsel

John R. Oakes
Assistant Right of Way Engineer

JRO:JH

Attachment

bc R. L. Porter ✓ D. J. Barbee
F. B. Klaboe V. E. Skoog
L. H. Young G. E. Rohde
M. R. Mitchell

RECEIVED
OCT 16 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 17 1969

Porter

OREGON STATE HIGHWAY DEPARTMENT

I-5-5(47)283
7452

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

October 16, 1969

NOTED
R. L. PORTER

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street N.E.
Salem, Oregon 97310

File 20862
Hubbard Interchange Section
Pacific Highway
Washington County

Attention Mr. C. J. Mathias

Dear Mr. Simpson:

On October 14 you questioned our method of arriving at the residential valuation ($27,075), as shown on relocation form E-601 (Part 2), Item "Market Value".

At the request of the relocation agent, Dave Terbell, LeRoy Edwards prepared a residential appraisal report under the date of May 8 to furnish this information.

Attached is a copy of the report which was a part of our district office file. See page 3, paragraph 20, for the amount you question.

Please return the attached report after completing your investigation.

Very truly yours,

G. E. ROHDE
Chief Counsel

John R. Oakes
Assistant Right of Way Engineer

JRO:JH

Attachment

bc R. L. Porter ✓ D. J. Barbee
F. B. Klaboe V. E. Skoog
L. H. Young G. E. Rohde
M. R. Mitchell

RECEIVED
OCT 16 1969
OFFICE OF
STATE HIGHWAY ENGINEER

SU-481(4) South Umpqua River (Oak Ave.) 1970
Bridge, on FAS 241 in Roseburg.
#7453

OH 4010

Rulien
CON 5
FAS 241
Douglas Co

OREGON STATE HIGHWAY DIVISION

REGION 3

P.O. BOX 1128 • ROSEBURG, OREGON • 97470 • Phone 672-6541

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

Hon. John T. Truett, Chairman
Board of Commissioners
Douglas County
Courthouse
Roseburg, OR 97470

January 26, 1976

Dear Mr. Truett:

This is to advise that the final costs have been determined for the Oak Street bridge project over the South Umpqua River in Roseburg (Contract No. 7453, completed December 20, 1971). The attached statement is based on these costs and according to the State-County Agreement dated February 3, 1970, regarding this project, you are entitled to a refund of $22,930.98.

You will receive a check for this amount in the very near future.

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer

[illegible] CLARK
REGIONAL FEDERAL AID ENGINEER

By GLEN L. CLARK
Regional Federal-Aid Engineer

GLC/dt
Attachment

cc: L. W. Rulien

check and see what I took out

PROJECT MANAGEMENT
JAN 29 '76
REFER TO
FOR
Info | Investigate | R/D | Action | File | Letter | See me

OREGON STATE HIGHWAY DIVISION

Form A-191—(11-71)
SP*67808-734

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: Douglas County
Board of Commissioners
Courthouse

Roseburg, OR 97470

Attention of Mr. George Grubb
County Engineer

Request No. (assigned by staff engineer or head of section) cc 1536

Date January 21, 1976

Payer's Order No. (if any)

Highway Div. Order No. (if any) (Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

Final Billing: S. Umpqua River (Oak Street) Bridge
FAS 241

Covered by agreement dated 2/3/70

Itemized Statement:

Quantity	Unit	Description	Unit Price	Amount
		County's advance deposit	$147,200.00	
		Amount previously transferred	107,200.00	
				$40,000.00
		County's share of construction costs	$124,269.02	
		Amount previously transferred	107,200.00	
				$17,069.02
		Amount to be refunded to County		$22,930.98

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Highway Division to guarantee payment, indicate the amount of the deposit. $ 107,200.00

Is this a partial or final request for billing? Final

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $ 147,200.00

Give the number of the last previous request in connection with this same service. cc 1224

Credit distribution:
510-1033-297

Submitted by:
Robert H. Prange, Rural Engineer

Approved:
Regional Engineer

Approved:
Section Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the regional engineer to the staff engineer or section head. Staff engineer or section head will forward original copy to the Accounting Section. Additional copies may be prepared for and retained by the region office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Section

RECEIVED
OCT 26 1972
FORM E-30 (REV. 10-69)
FOR FILING
7453

5

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 25, 1972

To: STAFF ENGINEERS
REGIONAL ENGINEERS

SUBJECT: Administrative Compliance, Consultant Engineering on Federal-aid Projects

641

The Federal Highway Administration has expressed some concern over compliance with procedural requirements on Federal-aid projects engineered by consultants. Generally, the type of project involved is a Federal-aid secondary project on a county road system. Under the terms of the secondary road plan, the State is responsible for administrative control acting on behalf of the Federal Highway Administration.

An increasing use is being made of consultants for construction engineering on Federal-aid secondary projects. In order to assure compliance with project requirements, it will be necessary to assign someone from within the Region to represent the State. This will normally require the assignment to the project of a Resident Engineer with experience in the particular type of work involved.

Administrative control of the design phase of Federal-aid projects handled by consultants will be done in the Salem office. An amount should be included in the project authorization for State engineering of consultant-designed and field-engineered projects, both for design checking in Salem, and necessary engineering work by the Regions.

A. E. Johnson
Assistant State Highway Engineer

cc George M. Baldwin
Tom Edwards
F. B. Klaboe
E. S. Hunter
R. L. Schroeder

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon
Attn: Mr. Walt Hart, Bridge Engineer

DATE: October 11, 1972

In reply refer to: 10-35-DB

FROM : G. L. Green, Acting Division Engineer
Salem, Oregon

SUBJECT: South Umpqua River
(Oak Street) Bridge
FAS Project SU-481(4)

Info / Inves / R/D / D/R / Sign / Act / File
FOR
REFER TO
OCT 13 '72
RECEIVED STATE HWY ENGR

NOTED
F. B. KLABOE

We have completed our review of the subject project and have accepted the project. We wish however to bring the following points to your attention.

The sand equivalent value for the project was set at 85 to insure good quality sand. Laboratory reports for the concrete aggregate showed that the contractor was not meeting this requirement however the material was substantially within the State's normal specifications of 75. Your material certificate shows that an effort was made to obtain the required contract specs but no other action was taken and no penalty imposed for out of specification material.

Cylinders tested for the 4500 PSI concrete show that strengths in some areas did not meet the specification requirements. Again no action was taken in the form of acceptance at a low price or penalty charge.

An in-depth review of the project was made during construction and the above mentioned problems were noted at that time. As this project was being administered on a consultant basis rather than by State personnel, the normal administration procedures usually enacted by the Highway Division were not strictly followed.

In the terms of the secondary road plan the State Highway Division is acting in the Government's behalf. Incidents as noted here could produce an adverse reaction to this type of administrative control.

We therefore recommend that your administration of this type of project be reanalyzed and corrective action taken to assure proper compliance with the specifications set up for each project.

10-17-72

RECEIVED
OCT 19 1972
BRIDGE DIVISION

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 917-344

STATE COPY

FORM PR-33C
(REV. 3-68)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

OSHD (Young)
Region
Wash DC

FINAL INSPECTION AND ACCEPTANCE OF FEDERAL-AID PROJECT CONSTRUCTED UNDER 1954 SECONDARY ROAD PLAN

(PPMs 20-5 and 20-6.1)

INSTRUCTIONS - Submit original and 3 copies to the Public Roads Division Office

NOTICE OF COMPLETION AND ACCEPTANCE BY STATE HIGHWAY DEPARTMENT

STATE: Oregon
REGION NO.: 10

SIGNATURE: F. H. Young
COUNTY: Douglas

TITLE: Programing Engineer
PROJECT NO.: SU-431(4)

BUREAU OF PUBLIC ROADS INSPECTION MADE BY: P. V. Riedl, Area Engineer
DATE OF INSPECTION: January 12, 1972

IN COMPANY WITH: See below*

CONTRACTOR'S NAME: Hamilton Construction Co.
CONTRACT AMOUNT: $ 673,782.00

DESCRIPTION OF IMPROVEMENT AS PROGRAMED

One Combination Post-Tensioned Box Girder and Precast Post-Tensioned Beam Structure.

IMPROVEMENT AS CONSTRUCTED

ROADBED (Width 32 feet)

TYPE CODE NUMBER	NET LENGTH (Miles)	BASE SURFACING WIDTH (Feet)	STRUCTURES OVER 20-FOOT SPAN: TYPE CODE NUMBER	STRUCTURES OVER 20-FOOT SPAN: NET LENGTH (Miles)
			X021	0.125

COPY SENT

REMARKS: The project has been completed in apparent conformity with the state standards and procedures approved in accordance with the 1954 secondary road plan.

OCT 13 1972
REGIONAL OFFICE

SOUTH UMPQUA RIVER (OAK STREET) BRIDGE
DOUGLAS COUNTY-CITY OF ROSEBURG - FAS 241
Structure

*In company with: J. Sheldrake, Region III Construction Engineer, OSHD
J. Quiner, Region III Maintenance Engineer, OSHD
C. Bishop, Resident Engineer, OSHD
C. Grubb, City Engineer
J. Hamilton, Contractor

NOTED TOM EDWARDS

The project is located on FAS Route 241 in Roseburg, Oregon on the South Umpqua River (Oak Street) Bridge.

(more)

RECEIVED
OCT 19 1972
BRIDGE DIVISION

10-16-72 by Young

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY BUREAU OF PUBLIC ROADS	
SIGNATURE		SIGNATURE	
TITLE: Area Engineer	DATE: 10-3-72	TITLE: Acting Division Engineer	DATE: 10/17/72

PREVIOUS EDITIONS MAY BE USED UNTIL SUPPLY IS EXHAUSTED

The work consisted of constructing a 660 foot combination post-tensioned box girder and precast post-tensioned beam structure over the South Umpqua River.

The contract was awarded to Hamilton Construction Company, P.O. Box 1376, Eugene, Oregon 97401, for $673,782. The project was completed on December 20, 1971 for a final cost of $684,832.62 for an overrun of 2%.

The statement of overruns and underruns is located in the Division office files.

The State's June 14, 1972 material certificate is attached to the Division office copy of this report.

RECEIVED
STATE HWY ENGR
OCT 16 '72
REFER TO
FOR

RECEIVED
OCT 19 1972
BRIDGE DIVISION

RECEIVED
JUL 28 1972
FOR FILING

7453

July 26, 1972

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

A post-final payment for $330.43 will be made to Hamilton Construction Company on Contract No. 7453 for structure of the South Umpqua River (Oak Avenue) Bridge on FAS 241 in Douglas County on same as the warrant is prepared.

The total amount paid on this contract will be $668,171.08 including the post-final payment. Of the total, $3,815.71 is for force account.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

dw

cc Hamilton Construction Co.
P. O. Box 1376
Eugene, Oregon 97401

bc C. T. Keaney
Walt Herr
V. E. Skoog
Attn: John Herr
James Versteeg

RECEIVED
JUL 11 1972
FOR FILING

7453

July 3, 1972

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

On March 10, 1972, we wrote to you concerning release of final payment on Contract No. 7453 awarded to Hamilton Construction Company for structure of the South Umpqua River (Oak Avenue) Bridge on FAS 241 in Douglas County.

Final payment on this contract is $10,516 and the total contract amount is $681,016.91 including $5,815.71 for work performed under force account.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Neal, Assistant Secretary

dr

cc Hamilton Construction Company
P. O. Box 1376
Eugene, Oregon 97401

bc C. T. Keeney
Walt Hart
V. E. Skoog
Attn: John Kerr
James Veretoag

RECEIVED
MAY 11 1972
FOR FILING
7453

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE May 10, 1972

TO J. Versteeg
Regional Engineer
Region 3
Roseburg
Attention John Sheldrake

FROM R. W. Ellison
Bridge Administration Engineer

SUBJECT Oak Avenue Bridge
Douglas County
Contract 7453
Price Agreements Nos. 5 and 6
And Contractor's Claim No. 5

Price Agreements Nos. 5 and 6 for the subject project are being processed.

With regard to contractor's claim no. 5, it appears that the resident engineer required the contractor to perform pressure testing on the ducts for the prestressed strand. This testing apparently caused the concrete cover over the ducts in some areas to break out and the contractor was subsequently required to patch these broken areas. Apparently in some cases these broken areas occurred in rock pockets, which the contractor was obligated to repair.

The contractor's records evidently include times spent repairing all the concrete broken by pressure testing and do not separate out this type of patching in areas where rock pockets existed.

If I am correct in the above, your recommendation of an arbitrary settlement of 80% of the contractor's claim based on your knowledge of the job and the resident engineer's knowledge of the job will be acceptable. Please initiate a price agreement in accord with your letter of April 13, 1972, to finalize this matter. If this is the final claim on this project, please include words to that effect on the price agreement.

RWE/ag

cc A. E. Johnson
R. J. Wright

RECEIVED
MAY 10 1972
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
A. E. JOHNSON

RECEIVED
APR 14 1972
FOR FILING

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon

DATE April 13, 1972

TO J. H. Versteeg, Regional Engineer
REGION 3

7453

FROM Ted Beahm
Final Estimate Engineer

SUBJECT Review of Semifinal Data and Calculations
Contract 7453 S. Umpqua River-Oak St.

In regard to your contention that structural excavation should be paid to one foot outside neat lines, when the plans show footing is to be poured against undisturbed material, I refer you to Section 109.03, which states, "Payments to the contractor will be made only for actual work performed in accordance to the term of the contract ..." This refers to any excavation, as well as any other work. I have conferred with the Division's contract writers and our legal staff and they concur in this view. Enclosed is summary page showing quantity we are paying.

In regard to the unfinished end post on the bridge, there was never a question but that the concrete quantities were adjusted. We agree to that. The reason a price agreement is needed is because we need documentation that the job was not finished, and that the Highway Division is accepting the bridge in this unfinished condition. The reasons and money values referred to by Mr. Gallaher's letter are fine for accompanying a price agreement which we still require.

Enc.

TE:dg

cc C. T. Keasey
R. D. Asburry

D. W. Gallaher, Resident Engineer
Oregon Bridge Engineering Company
Post Office Box 72
Springfield, OR 97477

RECEIVED
MAR 10 1972
FOR FILING

7453

DATE March 8, 1972

TO Oregon State Highway Commission

FROM Tom Edwards
State Highway Engineer

SUBJECT Highway Project Acceptance

Work was completed December 20, 1971 on Contract No. 7453. The contract was with Hamilton Construction Co. and was for a structure on the South Umpqua River (Oak Ave) Bridge Section of the FAS 241 Highway in Douglas County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective March 8, 1972, and that you concur in this procedure at the Commission meeting on April 4.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

VG:alc

cc: Floyd Query
F. B. Kinloe
A. E. Johnson
L. H. Young
F. D. Morgan
W. J. Hart

RECEIVED
MAR 9 1 1972

7453

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

March 3, 1972
Salem, Oregon

SUBJECT:

To:

Mr. J. Versteeg
Regional Engineer
Region 3
Roseburg

Contractor's Claim
Oak Avenue Bridge
Contract 7453

Attention: Mr. John Sheldrake
Region Construction Engineer

Your letter of February 15, 1972, has been received wherein you furnished us your analysis of the Hamilton Construction Company's claims for the subject project. Below is the analysis of each claim by the Bridge Section and my recommendation.

Claim No. 1 ($754.16)

This claim is for sheet piling rental and labor and material required to install a bulkhead in the south wingwall of the east abutment. There is a difference of opinion between the contractor and the resident engineer regarding the time required to rent the sheet piling. The actual time should be verified and a new price agreement prepared to compensate the contractor for not only the sheet piling rental but the material and labor cost of installing the bulkhead.

Claim No. 2 ($157.54)

This claim is for extra cleaning cost of the exposed aggregate panels on the abutments. Since this was caused by the contractor's operations, I concur that this claim should be disapproved.

Claim No. 3 ($52.39)

This claim is for repair work on the handrail which was mis-fabricated due to a discrepancy in the plans. I concur in your recommendation that this claim be paid in full by price agreement.

Claim No. 4 ($166.75)

This claim is for the material cost of four access hole covers for access openings into the two cast-in-place sections. Although the plans are not clear as to how many access doors are required and the plans contain no detail drawing of the doors, it is felt that the contractor is not due additional payment and we recommend disapproval of this claim.

NOTED
A. E. JOHNSON

Claim No. 5 ($890.21)

This claim is for the cost of pressure water testing of the post tensioning ducts and the patching of the damaged concrete that resulted from these tests. Extra Work Order No. 3 should pay the contractor for the cost of the testing and should also compensate him for the repair of damage to the concrete finish that can be attributed to the water pressure testing. An analysis should be made to determine what part of the contractor's claim he is entitled to. For instance, the patching of rock pockets should not be paid for as extra work since the rock pockets were not caused by the testing.

Walter J. Hart
Bridge Engineer

RJW/ag

cc: A. E. Johnson
cc: D. H. Gallaher
Oregon Bridge Engineering Company
cc: Douglas Co.
Attention: Mr. George Grubb

RECEIVED
MAR 6 1972
OFFICE OF
STATE HIGHWAY ENGINEER

2-23-72

MEMO TO FILES

Re: Testing Concrete Cylinders
S. Umpqua River (Oak Ave.) Bridge Sect.
Melrose Road, FAS 241
Douglas County

The costs incurred by a pre-qualified private concern for testing concrete cylinders on this project are participating because the work was done at the request of the Highway Division and under their supervision.

Harold Reynoldson
Rural Program Engineer
County and City Section

HR:ljt
2/23/72

cc: V. L. Gallagher
Paul L. Hatcher
J. H. Versteeg, Region 3

RICHARD BLADORN

NOTED
DON HARWELL

Hal Reynoldson FAS 241
Doug Co

Form A-10B (Rev. 8-71)

G-1P

OREGON STATE HIGHWAY DIVISION

Order for State Force Work

Contract No. 7453

APPLYING TO CONTRACT PROJECTS

Order No. 2

Section South Umpqua River (Oak Ave.) Bridge Date January 11, 1972

Highway FAS 241 F.A.P. No. SU-481 (4)

County Douglas Prefix 510-1033 Account No. 900-02

Description of Work To Be Done:

Perform laboratory testing of materials as required during construction of the project.

RECEIVED
COUNTY & CITY SECTION
FEB 1 1 1972
☐ ENGR. ☐ CONST. ☑ CE ☐ P.E ☑ UE
☑ UPE ☑ CE ☐ RE ☐ RPE ☐

Location by Station Numbers:

Entire project.

Estimate of Quantities and Costs:

$5,000.00

Testing to be done by State Mat'ls Lab
Vince

RECEIVED
JAN 13 1972
BRIDGE DIVISION

Explanation:

This is an anticipated item and is to cover the cost of laboratory testing of materials for this project per an agreement between the State and Douglas County.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After final approval, two copies will be sent to the Regional Engineer and one copy to the Resident Engineer.

Project authorization	$ 706,372.19
Present estimate of project cost, including $5,000.00 for work under this order	$ 706,372.19
Expected under-run / over-run (amount)	$ 0
Expected under-run / over-run (per cent)	0

Space to right of this line is for use of Salem Office

Submitted by: C. A. Anderson for Resident Engineer

Approval Recommended: John W. Stallcup Regional Engineer

Approval Recommended: K.W. Ellyson For: Construction Engineer or Bridge Engineer

Approved: R. D. Ackerman Programming Construction Engineer

SURVEYING
WATER SUPPLY

SUBDIVISIONS
MATERIALS TESTING

BUILDING DESIGN
PLANNING

HAROLD L. BALL
CONSULTING CIVIL ENGINEER

4000
RT. 2, BOX XXXX
MELROSE-LOOKINGGLASS RD.
ROSEBURG, OREGON 97470

TELEPHONE
(503) 673-6937

CALIFORNIA • OREGON

January 5, 1972

Mr. C. T. Keasey
Regional Engineer
Oregon State Highway Diviaion
Roseburg, Oregon

For compression tests of 86 concrete cylinders from the South Umpqua River (Oak Avenue) Bridge by request of Mr. J. E. Bishop, Oregon Bridge Engineering Company

Balance due (at $3.75/cylinder) $322.50

ROSEBURG DIVISION
RECEIVED
JAN - 6 1971
DE | ADE | ADE | DOE
Assign ..... For .....
Reply ..... Action .....

OREGON BRIDGE ENGINEERING CO.

CONSULTING ENGINEERS

DESIGN & CONSTRUCTION
ENGINEERING

P. O. BOX 72, SPRINGFIELD, OREGON 97477
TELEPHONE: (503) 746-8678

December 23, 1971

Mr. Herold L. Ball
Consulting Civil Engineer
Route 3, Box 4000
Melrose-Lookingglass Road
Roseburg, Oregon 97470

Re: South Umpqua River (Oak Ave.) Bridge Contract 7453

Dear Sir:

In reference to your letter dated December 21, 1971, we are in agreement that you tested a total of 86 concrete cylinders for the South Umpqua River (Oak Ave.) Bridge Project in Roseburg, Oregon.

You should direct your billing to Mr. C.T. Keasey, Regional Engineer, Oregon State Highway Division, Roseburg, Oregon.

Very truly yours,

Oregon Bridge Engineering Co.

J. E. Bishop

J.E. Bishop
Resident Engineer

JEBjgrg

Chet - I think this is correct. You can check with Maud.
Q

DEC 23 1971

KQ

SURVEYING
WATER SUPPLY

SUBDIVISIONS
MATERIALS TESTING

BUILDING DESIGN
PLANNING

HAROLD L. BALL
CONSULTING CIVIL ENGINEER

4000
RT. 3, BOX XXXX
MELROSE-LOOKINGGLASS RD.
ROSEBURG, OREGON 97470

TELEPHONE
(503) 673-6937

CALIFORNIA - OREGON

December 21, 1971

Oregon Bridge Engineering Company
P.O. Box 72
Springfield, Oregon 97477

Gentlemen:

Accompanying this letter are our final concrete test results from the South Umpqua River (Oak Ave.) Bridge in Roseburg. We tested a total of 86 concrete cylinders from that project. At $3.75 per specimen, the charges come to $322.50.

Also included are our final results from the Cavitt Creek Road Bridge in Douglas County, from which we tested 23 cylinders. Our laboratory charges for this project amount to $86.25.

Will you please inform our office who should receive the bills for the above services?

Thank you for your assistance.

Sincerely,

H L Ball

Harold L. Ball, P.E.

HLB/p

DEC 21 71

RECEIVED
DEC. 23 1971
O.B.E.C.

Roseburg, Oregon
July 8, 1971

John C. Jenkins
Engineer of Materials &
Research
S A L E M

Private Testing Lab
Harold L. Ball, P. E.
Roseburg

As outlined in your letter of June 22, 1971, I have inspected the cylinder testing equipment owned by Mr. Harold L. Ball, P.E.

The equipment for cylinder testing consists of the followings

Soiltest CT-755 Basic Concrete Tester with a CT-759 Console with 12 inch test gauge and eletric pump. This tester equipment meets ASTM C 39. The calibration certificate is attached which indicates that it meets ASTM E 4.

Soiltest CT-66 Basic Cylinder Capping set using sulpher mortar. This test equipment meets ASTM C 617.

Curing tank is thermostatically controlled and insulated for maintaining a constant curing temperature.

Based on my inspection of this testing equipment, I am recommending that Mr. Ball be allowed to test concrete cylinders on state projects. It is understood that documentation concrete cylinders are to be tested by our State Lab.

Our Region Testing Engineer, Bill Maude, will observe the actual cylinder test in the near future to insure proper procedure.

Q

JOHN QUINER II
Regional Maintenance Engineer

JQII:cc
cc: I. D. Merchant
Bill Maude

K & C

FORM S-60 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

June 22, 1971

SUBJECT:

To:

Mr. John Quiner, II
Region Construction Engineer

Thank you for the information concerning Mr. Harold L. Ball, P.E., and his laboratory test facilities.

I would be reluctant to turn our documentation concrete cylinder testing over to an outside agency, but release cylinder testing would not be as critical. The method of test, as described in ASTM C 39, would have to be adhered to, however. The cylinders would have to be made and cured by our people in accordance with ASTM C 31 and capped by the testing agency in conformance with ASTM C 617. The testing machine would have to be calibrated in accordance with ASTM E4. I am enclosing copies of these specifications so that you may see what is required.

If Mr. Ball's apparatus and techniques conform with the specifications, I would have no objection to permitting his company to perform the release strength testing. Frequently, the ability of a testing laboratory to properly test concrete is evaluated by the Cement and Concrete Reference Laboratory, a service of the National Bureau of Standards sponsored by ASTM. Our lab is checked every 18 to 24 months by this organization. In this case, I'll depend on city or state testing of the machine and your judgment.

Of course, the regular documentation cylinders are to be submitted to this laboratory as in the past.

John C. Jenkins
Engineer of Materials & Research

cc: I. D. Merchant

JUN 2 1971
Q

SU-481(4)
7453

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: South Umpqua River (Oak Ave.) Bridge		WEEK ENDING: December 25,1971
		SECTION PREFIX: 510-1033
HIGHWAY: FAS 241		COUNTY: Douglas
NAME OF JOB: Oak Avenue Bridge	KIND OF WORK: Structure	
CONTRACTOR: Hamilton Construction Co.	CONTRACT NUMBER: 7453	FEDERAL AID PROJECT NUMBER: SU-481(4)
DATE OF CONTRACT: August 28, 1970	DATE WORK STARTED: August 17, 1970	ESTIMATED COMPLETION DATE: December 20, 1971
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 1 SUPERVISION: 1	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 450	CALENDAR DAYS USED 450
PROJECT AUTHORIZATION: $706,372.19	SPECIFIED COMPLETION DATE: December 24, 1971	PERCENT OF TIME ELAPSED: 100%
EXCLUSIVE OF ENGINEERING: $673,782.00	ENGINEERING AUTHORIZATION $	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $680,000.00	ENGINEERING COST TO DATE $	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 97%
ESTIMATED PERCENT: OVERRUN / UNDERRUN ____%	PERCENT OF AUTHORIZATION ____%	DATE PROJECT WAS COMPLETED: December 20,1971

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK: 2-½ton pickups, misc. small tools

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	7016 A							
PERCENT	100%							

		WEATHER	Calendar WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	19	Partly Cloudy	1		
MONDAY	20	Partly Fair	1		
TUESDAY	21	Cloudy, Showers	1		
WEDNESDAY	22	" "	1		
THURSDAY	23	" "	1		
FRIDAY	24	Partly Cloudy	1		
SATURDAY					

Roofing
Glenn
Enchfeld
Gallagher
Stein
Johnsen

RECEIVED
DEC 29 1971
CONSTRUCTION
DIVISION

RECEIVED
DEC 28 1971
BRIDGE DIVISION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY 19	No Activity
MONDAY 20	Two men on job today grouting the remaining 10 two tube traffic rail posts in span no. 1 and on the North Wingwall at the East Abutment. Cleaned dirt, etc. from both the traffic rail and pedestrian rail and spot painted areas where galvanizing was chipped.
TUESDAY 21	No Activity
WEDNESDAY 22	No Activity
THURSDAY 23	No Activity
FRIDAY 24	No Activity. Today was the specified completion dede of the project. The original completion date was December 10,1971, but the date was moved back 2 weeks to December 24, 1971 due to the Carpenters Union strike in June and July of 1971.
SATURDAY 25	

REMARKS

The contractor has completed all work on the project and a final inspection may be set up as soon as possible.

SIGNED J. E. Bishop LOCATION Springfield Oregon

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED. SUBMIT 3 COPIES.

SP°F216

RECEIVED
FEB 4 - 1971
UTILITY UNIT

OREGON STATE HIGHWAY DIVISION

NOTED
A. E. JOHNSON

SU-481(4)

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6511

7453

TOM McCALL
GOVERNOR

February 2, 1971

Pacific Northwest Bell Telephone Company
421 S.W. Oak Street
Portland, Oregon 97204

ATTENTION: Right of Way Supervisor

Re: Utility Conduits on Structures
South Umpqua River (Oak Avenue) Bridge
FAS 241
Douglas County
Contract No. [redacted] 7453

Gentlemen:

This is to acknowledge the receipt of your check in the amount of $9,000.00 for the installation of Utility conduits on structures on this section, as we agreed in previous correspondence.

Please contact our contractor, Hamilton Construction Company, and arrange with him for the installation and inspection of these conduits.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Railroad and Utility Engineer

PGP:dl
cc: Douglas County - Mr. George Grubb
A. E. Johnson
I. D. Merchant
V. E. Skoog
L. H. Young
C. T. Keasey
Oregon Bridge Engineering Company
J. E. Holcomb

RECEIVED
FEB 2 1971
OFFICE OF
STATE HIGHWAY ENGINEER

OCT 28 1970

FOR FILING

SU-481(4)
7453

Salem, Oregon
October 27, 1970

Project No. SU-481(3)
S. Umpqua River (Oak St.) Bridge
Preliminary Engineering

Mr. Vernon E. Sloog
Controller
B U I L D I N G
Attention: Mr. Paul Hatcher

The preliminary engineering work programmed and under project agreement on the subject project includes only consultant engineering work by the Oregon Bridge Engineering Co. as per agreement between the consultant and Douglas County. Since the contract for construction of this bridge has been awarded, the final voucher on the subject preliminary engineering project can be prepared and submitted to the Federal Highway Administration upon receipt and approval of the charges for this consultant work.

L. H. Young
Program and Planning Engineer

C.:ia

cc: R. H. Chase
Harold Reynolds

RECEIVED
SEP 15 1970
FOR FILE

SU-481 (4)
7453

September 15, 1970

Hamilton Construction Company
P. O. Box 1376
Eugene, Oregon 97401

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7453 for the South Umpqua River (Oak Avenue) Bridge on FAS 241 in Douglas County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cr
Enclosure

cc United Pacific Insurance Co.
415 S. W. 10th Ave.
Portland, Oregon 97205

United Pacific Ins. Co.
P. O. Box 1216
Tacoma, Wash. 98401
Frank Morgan
Ivan Merchant
C. T. Keasey
Oregon Bridge Engr. Co.
223 N. "A" St.
Springfield, Oregon
Attn: W. A. Palmatier

9009

Form A-65—5M—4-68

Invoice for Service Rendered or Goods Furnished the
OREGON STATE HIGHWAY DEPARTMENT
by

Douglas County
Board of Commissioners
Courthouse
Roseburg, Oregon 97470

This Space for Use of Accounting Division

CC 1259
Acct 9009

Date September 9, 1970

Invoice No. _____

P. O. No. _____

Total preliminary engineering fees for the S. Umpqua River (Oak Avenue) Bridge, FAS 241, Project #SU 487(3), per copy of invoices attached. $26,000.00

County Reimbursement:	100% of FHWA Contribution at 63.54% of $26,000.00 =	16.520.40
	State contribution @ 50% of the difference between the total cost and the FHWA share ($9,479.60) =	4,739.80
	Total Reimbursement to County	$21,260.20

Prefix: 510-1918-901P $26,000.00 (Total Design Cost)
510-1918-901N 4,739.80 cr. (County Share)

OREGON BRIDGE ENGINEERING COMPANY
Consulting Engineers
P. O. Box 72
Springfield, Oregon 97477

May 22, 1970

INVOICE

Mr. George Grubb, County Engineer
Douglas County Courthouse
Roseburg, Oregon 97470

Re: Oak Avenue Bridge
P. O. No. D.C. 13.1.70

For professional services:

Bridge Design
May, 1970 . . . . . $10,000.00

OK
George E. Grubb
02-65-72-1811

65-13-1811
65-13.1.70-254

RECEIVED
MAY 27
DOUGLAS COUNTY ROAD DEPT.

PROCESS TO PAY

Invoice No. 492

OREGON BRIDGE ENGINEERING COMPANY
Consulting Engineers
P. O. Box 72
Springfield, Oregon 97477

July 23, 1970

RECEIVED
JUL 24
DOUGLAS COUNTY ROAD DEPT

INVOICE

Mr. George Grubb, County Engineer
Douglas County Courthouse
Roseburg, Oregon 97470

Re: Oak Avenue Bridge
P.O. No. D.C. 13.1.70

For professional services:

PROCESS TO PAY

Bridge Design
July, 1970 . . . . . $5,000.00

OK for Payment
George E. Grubb
65-13-72-1811
254

Invoice No. 525

OREGON BRIDGE ENGINEERING COMPANY
Consulting Engineers
P. O. Box 72
Springfield, Oregon 97477

August 24, 1970

INVOICE

Mr. George Grubb, County Engineer
Douglas County Courthouse
Roseburg, Oregon 97470

Re: Oak Avenue Bridge
P. O. No. D.C. 13.1.70

For professional services:

FINAL Invoice on
Bridge Design $6,000.00

F.K.
George E Grubb

65-13.1.70-254

RECEIVED
JUN 25 1970
DOUGLAS COUNTY ROAD DEPT

Invoice No. 544 - Final

OREGON BRIDGE ENGINEERING COMPANY
Consulting Engineers
P. O. Box 72
Springfield, Oregon 97477

June 24, 1970

INVOICE

Mr. George Grubb, County Engineer
Douglas County Courthouse
Roseburg, Oregon 97470

Re: Oak Avenue Bridge
P. O. No. D.C. 13.1.70

For professional services:

Bridge Design
June, 1970 . . . . . .$5,000.00

02-65-72-.911

For Payment
George E Grubb

RECEIVED
JUN 25 1970
DOUGLAS COUNTY ROAD DEPT.

65-13.1.70-254 PROCESS TO PAY

Invoice No. 510

COUNTY OF DOUGLAS
ROSEBURG, OREGON

ROAD DEPARTMENT
WARRANT

DATE	WARRANT NO.	AMOUNT
Jul 20,70	103	$15,000.00

VOID

PAY OREGON BRIDGE ENGINEERING CO.

TO THE ORDER OF

G. D. MYLLENBECK, COUNTY CLERK
NOT NEGOTIABLE
By Deputy Clerk

⑆1232⑈0355⑆ 0 57977 7⑈

COUNTY OF DOUGLAS
ROSEBURG, OREGON

ROAD DEPARTMENT
WARRANT

DATE	WARRANT NO.	AMOUNT
AUG 6 70	317	$5,000.00

VOID

PAY

TO THE ORDER OF OREGON BRIDGE ENGINEERING COMPANY

G. D. MYLLENBECK, COUNTY CLERK
NOT NEGOTIABLE
By Deputy Clerk

⑆1232⑈0355⑆ 0 57977 7⑈

COUNTY OF DOUGLAS
ROSEBURG, OREGON

ROAD DEPARTMENT
WARRANT

DATE	WARRANT NO.	AMOUNT
AUG 25 70	536	$6,000.00

VOID

PAY

TO THE ORDER OF OREGON BRIDGE ENGINEERING COMPANY

G. D. MYLLENBECK, COUNTY CLERK
NOT NEGOTIABLE
By Deputy Clerk

⑆1232⑈0355⑆ 0 57977 7⑈

STATE COPY

Form Approved; Budget Bureau No. 04-R2809

MONTHLY TRANSACTION NO.	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION BUREAU OF PUBLIC ROADS	TE Ogon
9-26	**FEDERAL-AID PROJECT AGREEMENT**	COUNTY Douglas
PROJECT REPORT NO. 3	*(PPM 21-7)* 9-3-70	PROJECT NO. SS-481(4)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator and the Director of Public Roads relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

S. Umpqua River (Oak Ave.) Bridge Section

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	7-22-70	0.125
OTHER *(Specify)*		

FUNDS Pro Rata 63.54%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 738,760.00	$ 469,408.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By J. P. Elsbree

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

By H. E. Green
(Division Engineer)

Fort R. E. Simpson

Date executed by Division Engineer SEP 3 1970

FORM PR-2 (REV. 1-70) PAGE 1 PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Bureau of Public Roads.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Bureau of Public Roads and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Bureau of Public Roads.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Bureau of Public Roads the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Bureau of Public Roads the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Bureau of Public Roads, any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the rights-of-way of the Interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds.

(b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Bureau of Public Roads, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Bureau of Public Roads.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national origin. The contractor will take affirmative action to ensure that applicants are employed, and that employees are treated during employment without regard to their race, color, religion, sex, or national origin. Such action shall include, but not be limited to the following: employment, up-

Oregon State Highway Division

Federal Aid
Project No. SU-481(4)

S. UMPQUA RIVER (OAK AVE.) BRIDGE SECTION

ON FAS 241 IN DOUGLAS COUNTY

Salem, Oregon, August 28, 1970

Project agreement estimate.

Type Code X021
Structure Bridge No. 7016A (Sta. 11+00 to Sta. 17+60)

Temporary Protection and Direction of Traffic	All Required		$ 1,000.00
Shoring, Cribbing, Etc.	All Required		70,000.00
Structure Excavation	800 cu.yd.	10.00	8,000.00
Structure Excavation Below Elevation Shown	70 cu.yd.	15.00	1,050.00
Furnish 10 BP 42 Steel Piling	1,860 lin.ft.	4.50	8,370.00
Drive Steel Piles	62 only	100.00	6,200.00
Splice Steel Piles	12 only	35.00	420.00
Class "A" Concrete (2,825 cu.yd.)	All Required		265,000.00
Class "B" Concrete	90 cu.yd.	30.00	2,700.00
Exposed Aggregate Finish	90 sq.yd.	5.00	450.00
65'/70' Precast Beams	20 only	4,000.00	80,000.00
70'/75' Precast Beams	10 only	4,000.00	40,000.00
Prestressing Steel (125,000 lbs.)	All Required		75,000.00
Reinforcement (429,000 lbs.)	All Required		80,000.00
Two Tube Metal Railing	706 lin.ft.	15.00	10,590.00
Pedestrian Handrail	696 lin.ft.	20.00	13,920.00
8-inch Culvert Pipe	48 lin.ft.	4.00	192.00
8-inch Standard Steel Pipe	36 lin.ft.	20.00	720.00
1-1/2 inch Electrical Conduit	780 lin.ft.	1.50	1,170.00
Telephone Conduit and Frames	All Required		9,000.00
			$673,782.00
Flagging (60% of contractor's cost)	All Required		$ 500.00
Testing Lab Fees	All Required		5,000.00
Erosion Control	All Required		500.00
			$ 6,000.00

	Subtotal	$679,782.00
	*Engineering & Cont.	67,978.00
	Total	$747,760.00
Credit for Telephone Conduit	All Required	9,000.00
		$738,760.00

Length of Structure 0.125 mile

Federal Funds	$469,408.00
State Funds	134,676.00
County Funds	134,676.00
Total	$738,760.00

*Construction engineering to be done by consultant for $25,000 per agreement; balance of engineering is state for field testing and miscellaneous work.

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

G-1-100%

Contract No. 7453

Prefix 510-1033

OREGON STATE HIGHWAY DEPARTMENT

FORM A-150 (2-66)

HIGHWAY DEPARTMENT INVOICE

NO. 103193

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
9-1-70	00 1[illegible]4		510-1033-297

RECEIVED
COUNTY & CITY SECTION
SEP - 2 1970
ENGR. COOR. OE AE UE
UPE CE RE RPE

- Douglas County
- Board of Commissioners
- Courthouse
- Roseburg, Oregon 97470

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Attention: George Grub, Engineer			
Advance Deposit			147,200.00
Partial transfer of the advance deposit for the construction of the South Umpqua River (Oak Street) Bridge, [illegible] 241. Covered by agreement dated 2-3-70.			107,200.00
To be retained			40,000.00

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $_____

By _____

RECEIVED
NOV 12 1970
FOR FILING

SU-481(4)
7453

August 28, 1970

Hamilton Construction Co.
P. O. Box 1376
Eugene, Oregon 97401

Gentlemen:

The State Highway Commission on August 18, 1970, accepted your proposal on the South Umpqua River (Oak Avenue) Bridge on FAS 241 in Douglas County for the sum of $673,782 and referred it to the State Highway Engineer with authority to award the contract as soon as approval of Douglas County is received and the sum of $147,200 is deposited by the County.

Those conditions were satisfied and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 7453.

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cr

bc: Pacific Builder & Engr., Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle, Wn., & Portland, Ore.
F. D. Morgan
I. D. Merchant
C. T. Keasey
Oregon Bridge Engineer Co.
William Geibel (SAIF)

RECEIVED
AUG 31 1970

Form WHFA-121 (12-47)
UNITED STATES GOVERNMENT

FOR *Memorandum*

SU-481(4)

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

7453

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: August 26, 1970

In reply refer to: 08-35.1

SUBJECT: Oregon Project SU-481(4)
South Umpqua River (Oak Street) Bridge

Your August 25 letter and Assistant Attorney General Lindas' August 21 letter have indicated that Oregon Bridge Engineering Co. and Hamilton Construction Co. by their actions have effectively eliminated all common shareholders of the two corporations and thus eliminated the conflict of interest as reported. This office concurs in the opinion expressed by yourself and Mr. Lindas.

cc:
Region (08-00.3)

NOTED
A. E. JOHNSON

8-28-70
cc Klaboe
Lindas

RECEIVED
AUG 27 1970
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
AUG 25 1970
FOR FILING

SU-481(4)
7453

August 25, 1970

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
477 Cottage Street, N. E.
Salem, Oregon 97301

Dear Mr. Simpson:

Re: Conflict of Interest
Oregon Bridge Engineering Co.
Hamilton Construction Co.

I have reviewed the documents and instruments submitted to this Division by Mr. Eric Larsen, counsel for the above companies, as well as conferring with our Chief Counsel.

I am now satisfied that the separation of all common shareholders effectively divorces the companies so that any possible conflict of interest has been eliminated.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Tom Edwards
F. B. Klaboe
A. E. Johnson
Victor D. Wolfe
L. I. Lindas

LIL:hg sr

LEE JOHNSON
ATTORNEY GENERAL

RECEIVED
AUG 25 1970
FOR FILING

CU-491(4)
7453

STATE OF OREGON
DEPARTMENT OF JUSTICE
SALEM, OREGON 97310

507 State Highway Building

August 21, 1970

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
477 Cottage Street, N. E.
Salem, Oregon 97301

Re: Conflict of Interest
Oregon Bridge Engineering Co. - Hamilton Construction Co.

Dear Mr. Simpson:

In connection with the above matter, I have reviewed the enclosed documents and instruments, submitted to this Division by Mr. Eric Larsen, counsel for the above companies.

The documents and instruments are:

1. Three sale agreements between, respectively, W. A. Palmateer and W. T. Peckham, W. A. Palmateer and H. I. Hamilton, and W. A. Palmateer and J. I. Hamilton.

2. Corporate minutes of both shareholders and directors meetings of Oregon Bridge Engineering Co. held August 19, 1970.

3. Corporate minutes of both shareholders and directors meetings of Hamilton Construction Co. (Oregon) held August 19, 1970.

4. Three promissory notes of Oregon Bridge Engineering Co. to, respectively, H. I. Hamilton, W. T. Peckham and J. I. Hamilton.

5. Three Guaranty agreements from the remaining shareholders of Oregon Bridge Engineering Co. to, respectively, H. I. Hamilton, W. T. Peckham and J. I. Hamilton.

NOTED
C. W. HEAD

NOTED
FLOYD QUERY

6. Promissory note of Hamilton Construction Co. (Oregon) to W. A. Palmateer.

7. Guaranty agreement from the remaining shareholders of Hamilton Construction Co. (Oregon) to W. A. Palmateer.

8. Checks from Oregon Bridge Engineering Co. constituting 10% of the purchase price of the stock purchased by Oregon Bridge Engineering Co. as follows:

H. I. Hamilton
W. T. Peckham
J. I. Hamilton

9. Check of Hamilton Construction Co. (Oregon) to W. A. Palmateer constituting 10% of the purchase price of the stock purchased by Hamilton Construction Co. (Oregon).

10. Nine assignments of shares providing for transfer of shares on the books of the two above corporations.

11. Certificate of the Secretary of Oregon Bridge Engineering Co. of all shareholders of Oregon Bridge Engineering Co. as of August 21, 1970.

12. Certificate of the Secretary of Hamilton Construction Co. (Oregon) of all shareholders of Hamilton Construction Co. (Oregon) as of August 21, 1970.

It is my opinion the foregoing instruments have effectively eliminated all common shareholders of the two corporations. Further, there are now no common directors, officers or employees in said corporations.

This divorcing of the common shareholders, in the manner in which it was accomplished, negate any conflict of interest that may have heretofore existed.

Very truly yours,

LEE JOHNSON
Attorney General

L. I. Linden
Assistant Attorney General
and Counsel to Highway Division

Enc.
LIL:hg
cc: Mr. R. L. Porter
Mr. Tom Edwards
Mr. Floyd Quary

FORM No. 235—ASSIGNMENT OF STOCK. 874 STEVENS-NESS LAW PUB. CO., PORTLAND, ORE.

FOR VALUE RECEIVED, I, Harry I. Hamilton, *hereby sell, assign and transfer unto*

Wallace A. Palmateer

Eight (8) *Shares of the* capital

Stock of the Oregon Bridge Engineering Co., an

Oregon corporation

standing in my *name on the Books of said Corporation, represented by Certificate No.*.....,

and do hereby irrevocably constitute and appoint Eric L. Larsen
attorney to transfer the said stock on the Books of the within named Corporation with full power of substitution in the premises.

Dated 8-18-70

Harry I. Hamilton

Executed in the presence of

Eric L Larsen

Eric L. Larsen

FORM No. 235—ASSIGNMENT OF STOCK. 874 STEVENS-NESS LAW PUB. CO., PORTLAND, ORE.

FOR VALUE RECEIVED, I, Jack I. Hamilton, *hereby sell, assign and transfer unto*

Wallace A. Palmateer

One (1) *Shares of the* capital

Stock of the Oregon Bridge Engineering Co., an

Oregon corporation

standing in my *name on the Books of said Corporation, represented by Certificate No.*.....,

and do hereby irrevocably constitute and appoint Eric L. Larsen
attorney to transfer the said stock on the Books of the within named Corporation with full power of substitution in the premises.

Dated 8/18/70

Jack I. Hamilton

Executed in the presence of

Eric L Larsen

Eric L. Larsen

FORM No. 288—ASSIGNMENT OF STOCK. 574 STEVENS-NESS LAW PUB. CO., PORTLAND, ORE.

FOR VALUE RECEIVED, I, William T. Peckham, *hereby sell, assign and transfer unto*

Wallace A. Palmateer

Seven (7) *Shares of the* capital

Stock of the Oregon Bridge Engineering Co., an

Oregon corporation,

standing in my *name on the Books of said Corporation, represented by Certificate No.*,

and do hereby irrevocably constitute and appoint Eric L. Larsen
attorney to transfer the said stock on the Books of the within named Corporation with full power of substitution in the premises.

Dated 8/18/70

Executed in the presence of

Eric L. Larsen

William T. Peckham

FORM No. 288—ASSIGNMENT OF STOCK. 574 STEVENS-NESS LAW PUB. CO., PORTLAND, ORE.

T.

FOR VALUE RECEIVED, I, William Peckham, *hereby sell, assign and transfer unto*

Oregon Bridge Engineering Co.

twenty-five (25) *Shares of the* capital

Stock of the Oregon Bridge Engineering Co., an

Oregon corporation,

standing in my *name on the Books of said Corporation, represented by Certificate No.*,

and do hereby irrevocably constitute and appoint Eric L. Larsen
attorney to transfer the said stock on the Books of the within named Corporation with full power of substitution in the premises.

Dated 8/18/70

Executed in the presence of

Eric L. Larsen

William T. Peckham

FORM No. 268—ASSIGNMENT OF STOCK. 874 STEVENS-NESS LAW PUB. CO., PORTLAND, ORE.

FOR VALUE RECEIVED, I, Harry I. Hamilton, *hereby sell, assign and transfer unto*

Oregon Bridge Engineering Co.

Eight (8) *Shares of the* capital

Stock of the Oregon Bridge Engineering Co., an

Oregon corporation,

standing in my *name on the Books of said Corporation, represented by Certificate No.*,

and do hereby irrevocably constitute and appoint Eric L. Larsen

attorney to transfer the said stock on the Books of the within named Corporation with full power of substitution in the premises.

Dated 8/18/70

Executed in the presence of

Eric L. Larsen

Harry I. Hamilton

Eric L. Larsen

FORM No. 268—ASSIGNMENT OF STOCK. 874 STEVENS-NESS LAW PUB. CO., PORTLAND, ORE.

FOR VALUE RECEIVED, I, Jack I. Hamilton, *hereby sell, assign and transfer unto*

Oregon Bridge Engineering Co.

Fifteen (15) *Shares of the* capital

Stock of the Oregon Bridge Engineering Co., an

Oregon corporation,

standing in my *name on the Books of said Corporation, represented by Certificate No.*,

and do hereby irrevocably constitute and appoint Eric L. Larsen

attorney to transfer the said stock on the Books of the within named Corporation with full power of substitution in the premises.

Dated 8/18/70

Executed in the presence of

Eric L. Larsen

Jack I. Hamilton

Eric L. Larsen

FORM No. 280—ASSIGNMENT OF STOCK. 1916 STEVENS NESS LAW PUB. CO., PORTLAND, ORE.

FOR VALUE RECEIVED, I, Wallace A. Palmateer, *hereby sell, assign and transfer unto*

Hamilton Construction Co. (Oregon)

Sixty-Four (64) *Shares of the* capital

Stock of the Hamilton Construction Co. (Oregon)

standing in my name *on the Books of said Corporation, represented by Certificate No.*.....,

and do hereby irrevocably constitute and appoint Eric L. Larsen

attorney to transfer the said stock on the Books of the within named Corporation with full power of substitution in the premises.

Dated 8/18/70

W A Palmateer

Executed in the presence of

Eric L Larsen

Eric L. Larsen

FORM No. 288—ASSIGNMENT OF S[illegible] 974 STEVENS-NESS LAW PUB. CO., PORTLAND, ORE.

FOR VALUE RECEIVED, I, Wallace A. Palmateer, *hereby sell, assign and transfer unto*

Harry I. Hamilton

Eight (8) *Shares of the* capital

Stock of the Hamilton Construction Co. (Oregon)

standing in my *name on the Books of said Corporation, represented by Certificate No.....,*

and do hereby irrevocably constitute and appoint Eric L. Larsen *attorney to transfer the said stock on the Books of the within named Corporation with full power of substitution in the premises.*

Dated 8/18/70

Wallace A Palmateer

Executed in the presence of

Eric L Larsen

Eric L. Larsen

FORM No. 288—ASSIGNMENT OF STOCK. 974 STEVENS-NESS LAW PUB. CO., PORTLAND, ORE.

FOR VALUE RECEIVED, I, Wallace A. Palmateer, *hereby sell, assign and transfer unto*

William T. Peckham

Seven (7) *Shares of the* capital

Stock of the Hamilton Construction Co. (Oregon)

standing in my *name on the Books of said Corporation, represented by Certificate No.....,*

and do hereby irrevocably constitute and appoint Eric L. Larsen *attorney to transfer the said stock on the Books of the within named Corporation with full power of substitution in the premises.*

Dated 8/18/70

Wallace A Palmateer

Executed in the presence of

Eric L Larsen

Eric L. Larsen

I, WILLIAM T. PECKHAM, Vice-President and Secretary of Hamilton Construction Co. (Oregon), an Oregon corporation, do hereby certify that as of August 21, 1970 those persons listed below own all of the authorized and issued shares of the capital stock of Hamilton Construction Co. (Oregon), and that there are in the records of the corporation and to my knowledge no written or oral agreements between the shareholders and third parties for the present or future transfer of any or all of such shares.

Shareholder	No. of Shares
H, I. Hamilton	248
W. T. Peckham	205
J. I. Hamilton	31
	484
Treasury Stock	64
	548

DATED this 21st day of August, 1970.

William T. Peckham

William T. Peckham
Vice-President and Secretary

I, LOUIS F. PIERCE, Secretary-Treasurer of Oregon Bridge Engineering Co., an Oregon corporation, do hereby certify that as of August 21, 1970 those persons listed below own all of the authorized and issued shares of the capital stock of Oregon Bridge Engineering Co., and that there are in the records of the corporation and to my knowledge no written or oral agreements between the shareholders and third parties for the present or future transfer of any or all of such shares.

Shareholder	No. of Shares
W. A. Palmateer	48
D. W. Gallaher	30
L. F. Pierce	30
J. E. Bishop	10
R. D. Carter	10
H. D. Beachy	10
	138
Treasury Stock	48
	186

DATED this 21st day of August, 1970.

Louis F. Pierce
Secretary-Treasurer

WAIVER OF NOTICE OF SPECIAL MEETING OF SHAREHOLDERS
OF
OREGON BRIDGE ENGINEERING CO.

We, the undersigned, being all of the shareholders of Oregon Bridge Engineering Co., an Oregon corporation, do hereby waive call and notice of call and consent to the holding of a special meeting of shareholders of said corporation to be held at the Village Inn, Springfield, Oregon on August 19, 1970 at 1:30 P.M.

Wallace A. Palmateer
Wallace A. Palmateer

Donald W. Gallaher
Donald W. Gallaher

Louis F. Pierce
Louis F. Pierce

Harry I. Hamilton
Harry I. Hamilton

William T. Peckham
William T. Peckham

Jack I. Hamilton
Jack I. Hamilton

D. H. Beachy
D. H. Beachy

Jerry E. Bishop
Jerry E. Bishop

R. Dale Carter
R. Dale Carter

SHAREHOLDERS

MINUTES OF SPECIAL MEETING OF SHAREHOLDERS
OF
OREGON BRIDGE ENGINEERING CO.
Held: August 19, 1970

A special meeting of the shareholders of Oregon Bridge Engineering Co., an Oregon corporation, was held at the Village Inn in Springfield, Oregon on August 19, 1970 at 1:30 P.M. pursuant to written waiver of notice signed by all of the shareholders of the corporation.

Among those present were all shareholders of the corporation and Eric L. Larsen, one of the attorneys for the corporation.

Donald W. Gallaher, president of the corporation, acted as chairman of the meeting and Louis F. Pierce, Secretary of the corporation, acted as such.

William T. Peckham brought to the attention of the shareholders the fact that William T. Peckham, Harry I. Hamilton, Wallace A. Palmateer and Jack I. Hamilton are shareholders of both Oregon Bridge Engineering Co. and Hamilton Construction Co. (Oregon), although none of the above shareholders serve on both corporations as directors or officers. Mr. Peckham also pointed out that it is possible the two above corporations may both become involved on the same bridge construction project. Mr. Peckham proposed, and it was unanimously agreed, that it would be in the best interest of both corporations to eliminate all common shareholders from the two corporations. The present owners of all the authorized and issued capital stock of the two corporations were determined to be as follows:

	Oregon Bridge Engineering Co.
Harry I. Hamilton	16 shares
Jack I. Hamilton	16 shares
William T. Peckham	32 shares
Wallace A. Palmateer	32 shares
Donald W. Gallaher	30 shares
Louis F. Pierce	30 shares
Jerry E. Bishop	10 shares
R. Dale Carter	10 shares
D. H. Beachy	10 shares
	186 shares

	Hamilton Construction Co. (Oregon
Harry I. Hamilton	240 shares
Jack I. Hamilton	30 shares
William T. Peckham	198 shares
Wallace A. Palmateer	80 shares
	548 shares

Jerry E. Bishop proposed that the Stock Purchase Agreement of Oregon Bridge Engineering Co., executed on January _____, 1966, as modified from time to time thereafter, be reviewed by all shareholders at the meeting and the same occurred. Wallace A. Palmateer proposed the May 31, 1970 financial report of the corporation be reviewed by all shareholders and the same occurred.

After some discussion, it was unanimously stipulated and agreed that the value of the capital shares of stock of the Oregon Bridge Engineering Co. is $480 per share.

On motion duly made by Mr. Peckham and duly seconded by Mr. Palmateer, the following resolution and agreement was unanimously adopted:

> RESOLVED, that all of the shareholders do hereby waive and release any and all rights conferred upon them by the Stock Purchase Agreement of Oregon Bridge Engineering Co., as modified and amended to date, to the extent necessary to accomplish the hereinafter described transfers, sales and purchases, and do hereby consent to said transfers, sales and purchases.

FURTHER RESOLVED, that Harry I. Hamilton shall sell, transfer and convey unto Wallace A. Palmateer 8 shares of the capital stock of Oregon Bridge Engineering Co. now owned by him; that William T. Peckham shall sell, transfer and convey unto Wallace A. Palmateer 7 shares of the capital stock of Oregon Bridge Engineering Co. now owned by him; that Jack I. Hamilton shall sell, transfer and convey unto Wallace A. Palmateer 1 shares of the capital stock of Oregon Bridge Engineering Co. now owned by him.

FURTHER RESOLVED, that Wallace A. Palmateer shall sell, transfer and convey unto Harry I. Hamilton 8 shares of the capital stock of Hamilton Construction Co. (Oregon) now owned by him; that Wallace A. Palmateer shall sell, transfer and convey unto William T. Peckham 7 shares of the capital stock of Hamilton Construction Co. (Oregon) now owned by him; that Wallace A. Palmateer shall sell, transfer and convey unto Jack I. Hamilton 1 shares of the capital stock of Hamilton Construction Co. (Oregon) now owned by him.

FURTHER RESOLVED, that Oregon Bridge Engineering Co. shall purchase the remaining 8 shares of the capital stock of Oregon Bridge Engineering Co. now owned by Harry I. Hamilton from Harry I. Hamilton on the terms and conditions hereinafter provided; that Oregon Bridge Engineering Co. shall purchase the remaining 15 shares of the capital stock of Oregon Bridge Engineering Co. now owned by Jack I. Hamilton from Jack I. Hamilton; that Oregon Bridge Engineering Co. shall purchase the remaining 25 shares of the capital stock of Oregon Bridge Engineering Co. now owned by William T. Peckham from William T. Peckham; the shares of capital stock so purchased by Oregon Bridge Engineering Co. to become treasury stock and to be made subject to the preemptive rights of the remaining shareholders of Oregon Bridge Engineering Co. and all the terms, provisions and conditions of the Stock Purchase Agreement as hereinbefore and herein amended.

FURTHER RESOLVED, that the terms of sale and purchase of the above stock by Oregon Bridge Engineering Co. shall be as follows: the purchase price is and shall be the sum of $480 per share, payable 10% down, the balance, with interest of 4% per annum, to be due and payable in not more than 16 semi-annual installments in accordance with the promissory notes presented to the meeting and approved by all the shareholders of Oregon Bridge Engineering Co.; in addition, as security for the payment of said notes, all the remaining shareholders of Oregon Bridge Engineering Co. agree to and do hereby personally guarantee the payment of the notes, their individual obligation so to do being limited to their proportionate ownership of the capital stock of Oregon Bridge Engineering Co. as it exists on August 21, 1970.

There being no further business to come before the meeting the meeting was on motion duly adjourned.

Louis F. Pierce, Secretary-Treasurer

READ AND APPROVED:

Wallace A. Palmateer

Donald W. Gallaher

Louis F. Pierce

Harry I. Hamilton

William T. Peckham

Jack I. Hamilton

D. H. Beachy

Jerry E. Bishop

R. Dale Carter

SHAREHOLDERS

WAIVER OF NOTICE OF SPECIAL MEETING OF BOARD OF DIRECTORS
OF
OREGON BRIDGE ENGINEERING CO.

We, the undersigned, being all of the directors of Oregon Bridge Engineering Co., an Oregon corporation, do hereby waive call and notice of call and consent to the holding of a special meeting of the board of directors of said corporation to be held at the Village Inn, Springfield, Oregon, on August 19, 1970 at 3:00 P. M.

Wallace A. Palmateer

Donald W. Gallaher

Louis F. Pierce

Jerry E. Bishop

R. Dale Carter

DIRECTORS

MINUTES OF SPECIAL MEETING OF THE BOARD OF DIRECTORS
OF
OREGON BRIDGE ENGINEERING CO.
Held: August 19, 1970

A special meeting of the board of directors of Oregon Bridge Engineering Co., an Oregon corporation, was held at the Village Inn in Springfield, Oregon on August 19, 1970 at 3:00 P.M. pursuant to written waiver of notice signed by all of the directors of the corporation.

Among those present were all directors of the corporation, namely, Wallace A. Palmateer, Donald W. Gallaher, Louis F. Pierce, Jerry E. Bishop and R. Dale Carter. Also present was Eric L. Larsen, one of the attorneys for the corporation.

Donald W. Gallaher, president of the corporation, acted as chairman of the meeting and Louis F. Pierce, secretary of the corporation, acted as such.

The president brought to the attention of the directors the matters discussed and unanimously agreed to by the shareholders of the corporation at a special meeting of all of the shareholders of Oregon Bridge Engineering Co. held August 19, 1970 at 1:30 P.M. at the Village Inn, Springfield, Oregon. The minutes of the above shareholders meeting were reviewed by the directors. The president pointed out that the corporation is a party to and bound by the terms of the Stock Purchase Agreement, as amended, executed by all the shareholders of the corporation and by the officers of the corporation on behalf of the corporation.

It was unanimously agreed that it would be in the best interest of the

corporation to eliminate all shareholders holding stock in both Oregon Bridge Engineering Co. and Hamilton Construction Co. (Oregon), an Oregon corporation.

It was unanimously agreed that the value of the capital shares of the stock of Oregon Bridge Engineering Co. is $480 per share.

On motion duly made and seconded, the following resolution and agreement was unanimously adopted and the officers of the corporation duly authorized and directed to execute, on behalf of the corporation, all documents and instruments necessary or desirable to give full force and effect to the following resolution:

> RESOLVED, that Oregon Bridge Engineering Co. does hereby waive and release any and all rights conferred upon it by the Stock Purchase Agreement of Oregon Bridge Engineering Co., as modified and amended to date, to the extent necessary to accomplish the hereinafter described transfers, sales and purchases, and does hereby consent to said transfers, sales and purchases.
>
> FURTHER RESOLVED, that Wallace A. Palmateer shall sell, transfer and convey unto Harry I. Hamilton 8 shares of the capital stock of Hamilton Construction Co. (Oregon) now owned by him; that Wallace A. Palmateer shall sell, transfer and convey unto William T. Peckham 7 shares of the capital stock of Hamilton Construction Co. (Oregon) now owned by him; that Wallace A. Palmateer shall sell, transfer and convey unto Jack I. Hamilton 1 shares of the capital stock of Hamilton Construction Co. (Oregon) now owned by him.
>
> FURTHER RESOLVED, that Oregon Bridge Engineering Co. shall purchase the remaining 8 shares of the capital stock of Oregon Bridge Engineering Co. now owned by Harry I. Hamilton from Harry I. Hamilton on the terms and conditions hereinafter provided; that Oregon Bridge Engineering Co. shall purchase the remaining 15 shares of the capital stock of Oregon Bridge Engineering Co. now owned by Jack I. Hamilton from Jack I. Hamilton; that Oregon Bridge Engineering Co. shall purchase

the remaining 25 shares of the capital stock of Oregon Bridge Engineering Co. now owned by William T. Peckham from William T. Peckham; the shares of capital stock so purchased by Oregon Bridge Engineering Co. to become treasury stock and to be made subject to the preemptive rights of the remaining shareholders of Oregon Bridge Engineering Co. and all the terms, provisions and conditions of the Stock Purchase Agreement as hereinbefore and herein amended.

FURTHER RESOLVED, that the terms of sale and purchase of the above stock by Oregon Bridge Engineering Co. shall be as follows: the purchase price is and shall be the sum of $480 per share, payable 10% down, the balance, with interest of 4% per annum, to be due and payable in not more than 16 semi-annual installments in accordance with the promissory notes presented to the meeting and approved by all the shareholders of Oregon Bridge Engineering Co.; in addition, as security for the payment of said notes, all the remaining shareholders of Oregon Bridge Engineering Co. agree to and do hereby personally guarantee the payment of the notes, their individual obligation so to do being limited to their proportionate ownership of the capital stock of Oregon Bridge Engineering Co. as it exists on August 21, 1970.

There being no further business to come before the meeting, the meeting was on motion duly adjourned.

Louis F. Pierce, Secretary-Treasurer

READ AND APPROVED:

Wallace A. Palmateer

Donald W. Gallaher

Louis F. Pierce

Jerry E. Bishop

R. Dale Carter

DIRECTORS

AGREEMENT

THIS AGREEMENT is entered into by and between WALLACE A. PALMATEER, hereinafter referred to as "Palmateer", and WILLIAM T. PECKHAM, hereinafter referred to as "Peckham".

WITNESSETH:

Palmateer hereby agrees to and does sell, assign, transfer and deliver to Peckham, and Peckham hereby agrees to and does purchase from Palmateer, 7 shares of the capital stock of HAMILTON CONSTRUCTION CO. (OREGON), an Oregon corporation, for the sum of $3,360.00.

Peckham hereby agrees to and does sell, assign, transfer and deliver to Palmateer, and Palmateer hereby agrees to and does purchase from Peckham, 7 shares of the capital stock of OREGON BRIDGE ENGINEERING CO., an Oregon corporation, for the sum of $3,360.00.

Palmateer and Peckham hereby represent and warrant each to the other that they are the owners of the respective stock, that the same is unencumbered, that they each have full right, power and authority to sell the same, and that they will cause the same to be transferred to each other on the books of the respective corporations.

IN WITNESS WHEREOF, they have executed these presents in two counterparts this 18th day of August, 1970.

Wallace A. Palmateer

Wallace A. Palmateer

William T. Peckham

William T. Peckham

AGREEMENT

THIS AGREEMENT is entered into by and between WALLACE A. PALMATEER, hereinafter referred to as "Palmateer", and HARRY I. HAMILTON, hereinafter referred to as "Hamilton".

WITNESSETH:

Palmateer hereby agrees to and does sell, assign, transfer and deliver to Hamilton, and Hamilton hereby agrees to and does purchase from Palmateer, 8 shares of the capital stock of HAMILTON CONSTRUCTION CO. (OREGON), an Oregon corporation, for the sum of $3,840.00.

Hamilton hereby agrees to and does sell, assign, transfer and deliver to Palmateer, and Palmateer hereby agrees to and does purchase from Hamilton, 8 shares of the capital stock of OREGON BRIDGE ENGINEERING CO., an Oregon corporation, for the sum of $3,840.00.

Palmateer and Hamilton hereby represent and warrant each to the other that they are the owners of the respective stock, that the same is unencumbered, that they each have full right, power and authority to sell the same, and that they will cause the same to be transferred to each other on the books of the respective corporations.

IN WITNESS WHEREOF, they have executed these presents in two counterparts this 18th day of August, 1970.

Wallace A. Palmateer

Wallace A. Palmateer

Harry I. Hamilton

Harry I. Hamilton

AGREEMENT

THIS AGREEMENT is entered into by and between WALLACE A. PALMATEER, hereinafter referred to as "Palmateer", and JACK I. HAMILTON, hereinafter referred to as "Hamilton".

WITNESSETH:

Palmateer hereby agrees to and does sell, assign, transfer and deliver to Hamilton, and Hamilton hereby agrees to and does purchase from Palmateer, 1 share of the capital stock of HAMILTON CONSTRUCTION CO. (OREGON), an Oregon corporation, for the sum of $480.00.

Hamilton hereby agrees to and does sell, assign, transfer and deliver to Palmateer, and Palmateer hereby agrees to and does purchase from Hamilton, 1 share of the capital stock of OREGON BRIDGE ENGINEERING CO., an Oregon corporation, for the sum of $480.00.

Palmateer and Hamilton hereby represent and warrant each to the other that they are the owners of the respective stock, that the same is unencumbered, that they each have full right, power and authority to sell the same, and that they will cause the same to be transferred to each other on the books of the respective corporations.

IN WITNESS WHEREOF, they have executed these presents in two counterparts this 18th day of August, 1970.

Wallace A. Palmateer

Wallace A. Palmateer

Jack I. Hamilton

Jack I. Hamilton

GUARANTY

FOR AND IN CONSIDERATION of the One Dollar and other valuable consideration to the undersigned paid by WALLACE A. PALMATEER, the receipt whereof is hereby acknowledged, and in further consideration of the sale by Wallace A. Palmateer to Hamilton Construction Co. (Oregon) an Oregon corporation, the undersigned, being all of the shareholders of Hamilton Construction Co. (Oregon) , of 64 shares of the capital stock of Hamilton Construction Co. (Oregon) upon an installment basis, the indebtedness evidenced by a promissory note of the corporation in the sum of $27,630.00 dated August 20, 1970, the undersigned, and each of them, individually, and jointly and severally, do hereby guaranty to Wallace A. Palmateer , his heirs, representatives and assigns, unconditionally and at all times, the prompt payment in lawful money of the United States of said indebtedness, and interest thereon, but the liability of each of the undersigned hereunder is limited as hereinafter specifically provided, owing at any time by Hamilton Construction Co. (Oregon) on the aforesaid promissory note, together with interest at the rate provided in said promissory note, and together with costs,. including attorney fees, that may be incurred in enforcing payment thereof.

Notwithstanding anything hereinabove provided, Wallace A. Palmateer agrees that in the event of the default in payment by Hamilton Construction Co. (Oregon) of the indebtedness evidenced by the above-referred-to promissory note he will not levy execution against property of one or more of the undersigned to an extent in excess of the percentage of said indebtedness that is set opposite each of the names of the undersigned herein below, to wit:

Harry I. Hamilton	51.2%
William T. Peckham	42.3%
Jack I. Hamilton	6.5%

The undersigned do each consent to any and all extensions of time for the payment of said indebtedness or any part thereof or any instruments evidencing the same and also to any and all renewals of any such instruments, and do each hereby waive presentment, protest, demand and notice of non-payment of any instruments and also notice of every other kind, including notice of acceptance by Wallace A. Palmateer of this Guaranty and the benefits accrued or to accrue hereunder.

Upon default of Hamilton Construction Co. (Oregon) in the payment of the indebtedness hereinabove mentioned, or any part thereof, each of the undersigned hereby agrees to pay to Wallace A. Palmateer upon demand that per centum of the balance owing by Hamilton Construction Co. (Oregon) on the aforesaid promissory note, including interest at the rate provided in said note, and together with a like percentage of any costs, including attorney fees, that may be incurred in enforcing payment thereof, as is set forth hereinabove opposite his name, and each of the undersigned shall and

does hereby expressly subordinate any claim that he may have or hereafter acquire against Hamilton Construction Co. (Oregon) upon any account whatsoever to any claim that Wallace A. Palmateer may have against Hamilton Construction Co. (Oregon) on the aforesaid promissory note.

If suit or action be brought upon this guaranty, each of the undersigned agrees to pay, in addition to costs and disbursements taxed and allowed by law, such sums as shall be adjudged reasonable as attorney's fees in such suit or action and, if an appeal be taken, such further sums as shall be adjudged reasonable upon such appeal.

DATED at Eugene, Oregon, this 20th day of August, 1970.

Harry I. Hamilton

William T. Peckham

Jack I. Hamilton

FIRST NATIONAL BANK OF OREGON

EUGENE MAIN BRANCH • EUGENE

NO. 2073

92-17
1232

August 20 19 70

PAY TO THE ORDER OF Harry I. Hamilton $384.00

The sum of $384 and 00/100 DOLLARS

OREGON BRIDGE ENGINEERING CO.

⑆1232-0017⑆ 0 10792 1⑈

FIRST NATIONAL BANK OF OREGON

EUGENE MAIN BRANCH • EUGENE

NO. 2074

92-17
1232

August 20 19 70

PAY TO THE ORDER OF Jack I. Hamilton $720.00

The sum of $720 and 00/100 DOLLARS

OREGON BRIDGE ENGINEERING CO.

⑆1232-0017⑆ 0 10792 1⑈

FIRST NATIONAL BANK OF OREGON

EUGENE MAIN BRANCH • EUGENE

NO. 2075

92-17
1232

August 20 19 70

PAY TO THE ORDER OF William T. Peckham $1,200.00

The sum of $1200 and 00/100 DOLLARS

OREGON BRIDGE ENGINEERING CO.

⑆1232-0017⑆ 0 10792 1⑈

HAMILTON CONSTRUCTION CO.

CONTRACTORS
P. O. BOX 1376

ENGINEERS
EUGENE, OREGON

EUGENE MAIN BRANCH
THE FIRST NATIONAL BANK OF OREGON
EUGENE, OREGON

99-17
1232

№ 14258

DATE AUGUST 20, 1970

PAY HAMILTON CONSTRUCTION CO. THREE THOUSAND SEVENTY AND 00 CTS $-3,070.00

TO THE ORDER OF WALLACE A. PALMATEER

HAMILTON CONSTRUCTION CO.

Harry D. Hamilton

⑆1232⑈0017⑆ 0 13355 8⑈

PLEASE DETACH BEFORE DEPOSITING

	DESCRIPTION	AMOUNT	DISCOUNT	AMOUNT
	STOCK PURCHASE			3070.00

M-3

HAMILTON CONSTRUCTION CO.

GUARANTY

FOR AND IN CONSIDERATION of the One Dollar and other valuable consideration to the undersigned paid by HARRY I. HAMILTON , the receipt whereof is hereby acknowledged, and in further consideration of the sale by Harry I. Hamilton to Oregon Bridge Engineering Co., an Oregon corporation, the undersigned, being all of the shareholders of Oregon Bridge Engineering Co. , of 8 shares of the capital stock of Oregon Bridge Engineering Co. upon an installment basis, the indebtedness evidenced by a promissory note of the corporation in the sum of $3,456.00 dated August 20, 1970, the undersigned, and each of them, individually, and jointly and severally, do hereby guaranty to Harry I. Hamilton , his heirs, representatives and assigns, unconditionally and at all times, the prompt payment in lawful money of the United States of said indebtedness, and interest thereon, but the liability of each of the undersigned hereunder is limited as hereinarter specifically provided, owing at any time by Oregon Bridge Engineering Co. on the aforesaid promissory note, together with interest at the rate provided in said promissory note, and together with costs, including attorney fees, that may be incurred in enforcing payment thereof.

Notwithstanding anything hereinabove provided, Harry I. Hamilton agrees that in the event of the default in payment by Oregon Bridge Engineering Co. of the indebtedness evidenced by the above-referred-to promissory note he will not levy execution against property of one or more of the undersigned to an extent in excess of the percentage of said indebtedness that is set opposite each of the names of the undersigned herein below, to wit:

Wallace A. Palmateer	35.2%
Donald W. Gallaher	21.6%
Louis F. Pierce	21.6%
Jerry E. Bishop	7.2%
R. Dale Carter	7.2%
D. H Beachy	7.2%

The undersigned do each consent to any and all extensions of time for the payment of said indebtedness or any part thereof or any instruments evidencing the same and also to any and all renewals of any such instruments, and do each hereby waive presentment, protest, demand and notice of non-payment of any instruments and also notice of every other kind, including notice of acceptance by Harry I. Hamilton of this Guaranty and the benefits accrued or to accrue hereunder.

Upon default of Oregon Bridge Engineering Co. in the payment of the indebtedness hereinabove mentioned, or any part thereof, each of the undersigned hereby agrees to pay to Harry I. Hamilton upon demand that per centum of the balance owing by Oregon Bridge Engineering Co. on the aforesaid promissory note, including interest at the rate provided in said note, and together with a like percentage of any costs, including attorney fees, that may be incurred in enforcing payment thereof, as is set forth hereinabove opposite his name, and each of the undersigned shall and

does hereby expressly subordinate any claim that he may have or hereafter acquire against Oregon Bridge Engineering Co. upon any account whatsoever to any claim that Harry I. Hamilton may have against Oregon Bridge Engineering Co. on the aforesaid promissory note.

If suit or action be brought upon this guaranty, each of the undersigned agrees to pay, in addition to costs and disbursements taxed and allowed by law, such sums as shall be adjudged reasonable as attorney's fees in such suit or action and, if an appeal be taken, such further sums as shall be adjudged reasonable upon such appeal.

DATED at Eugene, Oregon, this 20th day of August, 1970.

Wallace A. Palmateer

Donald W. Gallaher

Louis F. Pierce

Jerry E. Bishop

R. Dale Carter

D. H. Beachy

GUARANTY

FOR AND IN CONSIDERATION of the One Dollar and other valuable consideration to the undersigned paid by WILLIAM T. PECKHAM , the receipt whereof is hereby acknowledged, and in further consideration of the sale by William T. Peckham to Oregon Bridge Engineering Co. an Oregon corporation, the undersigned, being all of the shareholders of Oregon Bridge Engineering Co. , of 25 shares of the capital stock of Oregon Bridge Engineering Co. upon an installment basis, the indebtedness evidenced by a promissory note of the corporation in the sum of $10,800.00 dated August 20, 1970, the undersigned, and each of them, individually, and jointly and severally, do hereby guaranty to William T. Peckham , his heirs, representatives and assigns, unconditionally and at all times, the prompt payment in lawful money of the United States of said indebtedness, and interest thereon, but the liability of each of the undersigned hereunder is limited as hereinafter specifically provided, owing at any time by Oregon Bridge Engineering Co. on the aforesaid promissory note, together with interest at the rate provided in said promissory note, and together with costs, including attorney fees, that may be incurred in enforcing payment thereof.

Notwithstanding anything hereinabove provided, William T. Peckham agrees that in the event of the default in payment by Oregon Bridge Engineering Co. of the indebtedness evidenced by the above-referred-to promissory note he will not levy execution against property of one or more of the undersigned to an extent in excess of the percentage of said indebtedness that is set opposite each of the names of the undersigned herein below, to wit:

Wallace A. Palmateer	35.2%
Donald W. Gallaher	21.6%
Louis F. Pierce	21.6%
Jerry E. Bishop	7.2%
R. Dale Carter	7.2%
D. H. Beachy	7.2%

The undersigned do each consent to any and all extensions of time for the payment of said indebtedness or any part thereof or any instruments evidencing the same and also to any and all renewals of any such instruments, and do each hereby waive presentment, protest, demand and notice of non-payment of any instruments and also notice of every other kind, including notice of acceptance by William T. Peckham of this Guaranty and the benefits accrued or to accrue hereunder.

Upon default of Oregon Bridge Engineering Co. in the payment of the indebtedness hereinabove mentioned, or any part thereof, each of the undersigned hereby agrees to pay to William T. Peckham upon demand that per centum of the balance owing by Oregon Bridge Engineering Co. on the aforesaid promissory note, including interest at the rate provided in said note, and together with a like percentage of any costs, including attorney fees that may be incurred in enforcing payment thereof, as is set forth hereinabove opposite his name, and each of the undersigned shall and

does hereby expressly subordinate any claim that he may have or hereafter acquire against Oregon Bridge Engineering Co. upon any account whatsoever to any claim that William T. Peckham may have against Oregon Bridge Engineering Co. on the aforesaid promissory note.

If suit or action be brought upon this guaranty, each of the undersigned agrees to pay, in addition to costs and disbursements taxed and allowed by law, such sums as shall be adjudged reasonable as attorney's fees in such suit or action and, if an appeal be taken, such further sums as shall be adjudged reasonable upon such appeal.

DATED at Eugene, Oregon, this 20th day of August, 1970.

Wallace A. Palmateer

Wallace A. Palmateer

Donald W. Gallaher

Donald W. Gallaher

Louis F. Pierce

Louis F. Pierce

Jerry E. Bishop

Jerry E. Bishop

R. Dale Carter

R. Dale Carter

D. H. Beachy

D. H. Beachy

GUARANTY

FOR AND IN CONSIDERATION of the One Dollar and other valuable consideration to the undersigned paid by JACK I. HAMILTON , the receipt whereof is hereby acknowledged, and in further consideration of the sale by Jack I. Hamilton to Oregon Bridge Engineering Co. an Oregon corporation, the undersigned, being all of the shareholders of Oregon Bridge Engineering Co. , of 15 shares of the capital stock of Oregon Bridge Engineering Co. upon an installment basis, the indebtedness evidenced by a promissory note of the corporation in the sum of $6,480.00 dated August 20, 1970, the undersigned, and each of them, individually, and jointly and severally, do hereby guaranty to Jack I. Hamilton , his heirs, representatives and assigns, unconditionally and at all times, the prompt payment in lawful money of the United States of said indebtedness, and interest thereon, but the liability of each of the undersigned hereunder is limited as hereinafter specifically provided, owing at any time by Oregon Bridge Engineering Co. on the aforesaid promissory note, together with interest at the rate provided in said promissory note, and together with costs, including attorney fees, that may be incurred in enforcing payment thereof.

Notwithstanding anything hereinabove provided, Jack I. Hamilton agrees that in the event of the default in payment by Oregon Bridge Engineering Co. of the indebtedness evidenced by the above-referred-to promissory note he will not levy execution against property of one or more of the undersigned to an extent in excess of the percentage of said indebtedness that is set opposite each of the names of the undersigned herein below, to wit:

Wallace A. Palmateer	35.2%
Donald W. Gallaher	21.6%
Louis F. Pierce	21.6%
Jerry E. Bishop	7.2%
R. Dale Carter	7.2%
D. H. Beachy	7.2%

The undersigned do each consent to any and all extensions of time for the payment of said indebtedness or any part thereof or any instruments evidencing the same and also to any and all renewals of any such instruments, and do each hereby waive presentment, protest, demand and notice of non-payment of any instruments and also notice of every other kind, including notice of acceptance by Jack I. Hamilton of this Guaranty and the benefits accrued or to accrue hereunder.

Upon default of Oregon Bridge Engineering Co. in the payment of the indebtedness hereinabove mentioned, or any part thereof, each of the undersigned hereby agrees to pay to Jack I. Hamilton upon demand that per centum of the balance owing by Oregon Bridge Engineering Co. on the aforesaid promissory note, including interest at the rate provided in said note, and together with a like percentage of any costs, including attorney fees, that may be incurred in enforcing payment thereof, as is set forth hereinabove opposite his name, and each of the undersigned shall and

does hereby expressly subordinate any claim that he may have or hereafter acquire against Oregon Bridge Engineering Co. upon any account whatsoever to any claim that Jack I. Hamilton may have against Oregon Bridge Engineering Co. on the aforesaid promissory note.

If suit or action be brought upon this guaranty, each of the undersigned agrees to pay, in addition to costs and disbursements taxed and allowed by law, such sums as shall be adjudged reasonable as attorney's fees in such suit or action and, if an appeal be taken, such further sums as shall be adjudged reasonable upon such appeal.

DATED at Eugene, Oregon, this 20th day of August, 1970.

Wallace A. Palmateer

Donald W. Gallaher

Louis F. Pierce

Jerry E. Bishop

R. Dale Carter

D. H. Beachy

PROMISSORY NOTE

August 20, 1970
Eugene, Oregon

$6,480.00

FOR VALUE RECEIVED, OREGON BRIDGE ENGINEERING CO., an Oregon corporation, promises and agrees to pay to the order of JACK I. HAMILTON at Eugene, Oregon, the sum of Six Thousand Four Hundred Eighty and no/100 Dollars ($6,480.00) in lawful money of the United States of America, with interest thereon in like lawful money at the rate of 4% per annum from August 20, 1970, until paid, payable in semi-annual installments of not less than $405.00 but not more than $1,044.00, said installments to be paid on March 1 and September 1 of each calendar year beginning with the year 1971 and continuing thereafter until the whole sum, principal and interest, has been paid in full; interest then due shall be paid in addition to the minimum installments above required.

If any of said installments are not so paid, the whole sum of both principal and interest shall become immediately due and payable at the option of the holder of this note.

In case suit or action is instituted to collect this note, or any part hereof, Oregon Bridge Engineering Co. promises and agrees to pay, in addition to costs and disbursements allowed by law, such additional sum in like lawful money as the court may adjudge reasonable as an attorney's fee in said suit or action, and on any appeal thereof or therefrom.

OREGON BRIDGE ENGINEERING CO.,
an Oregon corporation

By Donald H. Gilbert
Its President

By
Its Secretary

PROMISSORY NOTE

Eugene, Oregon
August 20, 1970

$10,800.00

FOR VALUE RECEIVED, OREGON BRIDGE ENGINEERING CO., an Oregon corporation, promises and agrees to pay to the order of WILLIAM T. PECKHAM at Eugene, Oregon, the sum of Ten Thousand Eight Hundred and no/100 Dollars ($10,800.00) in lawful money of the United States of America, with interest thereon in like lawful money at the rate of 4% per annum from August 20, 1970, until paid, payable in semi-annual installments of not less than $675.00 but not more than $1,740.00, said installments to be paid on March 1 and September 1, of each calendar year, beginning with the year 1971 and continuing thereafter until the whole sum, principal and interest, has been paid in full; interest then due shall be paid in addition to the minimum installments above required.

If any of said installments are not so paid, the whole sum of both principal and interest shall become immediately due and payable at the option of the holder of this note.

In case suit or action is instituted to collect this note, or any part hereof, Oregon Bridge Engineering Co. promises and agrees to pay, in addition to costs and disbursements allowed by law, such additional sum in like lawful money as the court may adjudge reasonable as an attorney's fee in said suit or action, and on any appeal thereof or therefrom.

OREGON BRIDGE ENGINEERING CO.,
an Oregon corporation

By Donald K. Gilbert
Its President

By
Its Secretary

PROMISSORY NOTE

Eugene, Oregon
August 20, 1970

$3,456.00

FOR VALUE RECEIVED, OREGON BRIDGE ENGINEERING CO., an Oregon corporation, promises and agrees to pay to the order of HARRY I. HAMILTON at Eugene, Oregon, the sum of Three Thousand Four Hundred Fifty Six and no/100 Dollars ($3,456.00) in lawful money of the United States of America, with interest thereon in like lawful money at the rate of 4% per annum from August 20, 1970, until paid, payable in semi-annual installments of not less than $216.00 but not more than $556.80, said installments to be paid on March 1 and September 1 of each calendar year beginning with the year 1971 and continuing thereafter until the whole sum, principal and interest, has been paid in full; interest then due shall be paid in addition to the minimum installments above required.

If any of said installments are not so paid, the whole sum of both principal and interest shall become immediately due and payable at the option of the holder of this note.

In case suit or action is instituted to collect this note, or any part hereof, Oregon Bridge Engineering Co. promises and agrees to pay, in addition to costs and disbursements allowed by law, such additional sum in like lawful money as the court may adjudge reasonable as an attorney's fee in said suit or action, and on any appeal thereof or therefrom.

OREGON BRIDGE ENGINEERING CO.,
an Oregon corporation

By Donald H. Gilbertz
Its President

By L. J. Peri
Its Secretary

PROMISSORY NOTE

Eugene, Oregon
August 20, 1970

$27,630.00

FOR VALUE RECEIVED, HAMILTON CONSTRUCTION CO. (OREGON), an Oregon corporation, promises and agrees to pay to the order of WALLACE A. PALMATEER at Eugene, Oregon, the sum of Twenty-Seven Thousand, Six Hundred Thirty and no/100 Dollars ($27,630.00) in lawful money of the United States of America, with interest thereon in like lawful money at the rate of 4% per annum from August 20, 1970, until paid, payable in semi-annual installments of not less than $1,726.87 but not more than $4,451.50, said installments to be paid on March 1 and September 1 of each calendar year beginning with the year 1971 and continuing thereafter until the whole sum, principal and interest, has been paid in full; interest then due shall be paid in addition to the minimum installments above required.

If any of said installments are not so paid, the whole sum of both principal and interest shall become immediately due and payable at the option of the holder of this note.

In case suit or action is instituted to collect this note, or any part hereof, Hamilton Construction Co. (Oregon) promises and agrees to pay, in addition to costs and disbursements allowed by law, such additional sum in like lawful money as the court may adjudge reasonable as an attorney's fee in said suit or action, and on any appeal thereof or therefrom.

HAMILTON CONSTRUCTION CO. (OREGON),
an Oregon corporation

By Harry D. Hamilton
Its President

By William T. Perkins
Its Secretary

WAIVER OF NOTICE OF SPECIAL MEETING OF SHAREHOLDERS
OF
HAMILTON CONSTRUCTION CO. (OREGON)

We, the undersigned, being all of the shareholders of Hamilton Construction Co. (Oregon), an Oregon corporation, do hereby waive call and notice of call and consent to the holding of a special meeting of shareholders of said corporation to be held at the Village Inn, Springfield, Oregon on August 19, 1970 at 4:00 P.M.

Harry I. Hamilton

Harry I. Hamilton

Jack I. Hamilton

Jack I. Hamilton

William T. Peckham

William T. Peckham

Wallace A. Palmateer

Wallace A. Palmateer

SHAREHOLDERS

MINUTES OF SPECIAL MEETING OF THE SHAREHOLDERS
OF
HAMILTON CONSTRUCTION CO. (OREGON)
Held: August 19, 1970

A special meeting of the shareholders of Hamilton Construction Co. (Oregon), an Oregon corporation, was held at the Village Inn in Springfield, Oregon, on August 19, 1970 at 4:00 P. M. pursuant to written waiver of notice signed by all of the shareholders of the corporation.

Among those present were all shareholders of the corporation, namely, Harry I. Hamilton, Jack I. Hamilton, William T. Peckham and Wallace A. Palmateer. Also present was Eric L. Larsen, one of the attorneys for the corporation.

Harry I. Hamilton, president of the corporation, acted as chairman of the meeting and William T. Peckham, secretary, acted as such.

William T. Peckham brought to the attention of the shareholders the fact that William T. Peckham, Harry I. Hamilton, Wallace A. Palmateer and Jack I. Hamilton are shareholders of both Oregon Bridge Engineering Co. and Hamilton Construction Co. (Oregon), although none of the above shareholders serve on both corporations as directors or officers. Mr. Peckham also pointed out that it is possible the two above corporations may both become involved on the same bridge construction project. Mr. Peckham proposed, and it was unanimously agreed, that it would be in the best interest of both corporations to eliminate all common shareholders from the two corporations. The present owners of all the authorized and issued capital stock of the two corporations were determined to be as follows:

Oregon Bridge Engineering Co.

Harry I. Hamilton	16 shares
Jack I. Hamilton	16 shares
William T. Peckham	32 shares
Wallace A. Palmateer	32 shares
Donald W. Gallaher	30 shares
Louis F. Pierce	30 shares
Jerry E. Bishop	10 shares
R. Dale Carter	10 shares
D. H. Beachy	10 shares
	186 shares

Hamilton Construction Co. (Oregon)

Harry I. Hamilton	240 shares
Jack I. Hamilton	30 shares
William T. Peckham	198 shares
Wallace A. Palmateer	80 shares
	548 shares

Harry I. Hamilton proposed that the Stock Purchase Agreement of Hamilton Construction Co. (Oregon), executed on February 1, 1965, as modified from time to time thereafter, be reviewed by all shareholders at the meeting and the same occurred. William T. Peckham proposed the March 31, 1970 financial report of the corporation be reviewed by all shareholders and the same occurred.

After some discussion, it was unanimously agreed and stipulated the value of the capital shares of stock of Hamilton Construction Co. (Oregon) is $480 per share.

On motion made and duly seconded, the following resolution and agreement was unanimously adopted:

> RESOLVED, that all of the shareholders do hereby waive and release any and all rights conferred upon them by the Stock Purchase Agreement of Hamilton Construction Co. (Oregon),

as modified and amended to date, to the extent necessary to accomplish the hereinafter described transfers, sales and purchases, and do hereby consent to said transfers, sales and purchases.

FURTHER RESOLVED, that Harry I. Hamilton shall sell, transfer and convey unto Wallace A. Palmateer 8 shares of the capital stock of Oregon Bridge Engineering Co. now owned by him; that William T. Peckham shall sell, transfer and convey unto Wallace A. Palmateer 7 shares of the capital stock of Oregon Bridge Engineering Co. now owned by him; that Jack I. Hamilton shall sell, transfer and convey unto Wallace A. Palmateer 1 share of the capital stock of Oregon Bridge Engineering Co. now owned by him.

FURTHER RESOLVED, that Wallace A. Palmateer shall sell, transfer and convey unto Harry I. Hamilton 8 shares of the capital stock of Hamilton Construction Co. (Oregon) now owned by him; that Wallace A. Palmateer shall sell, transfer and convey unto William T. Peckham 7 shares of the capital stock of Hamilton Construction Co. (Oregon) now owned by him; that Wallace A. Palmateer shall sell, transfer and convey unto Jack I. Hamilton 1 share of the capital stock of Hamilton Construction Co. (Oregon) now owned by him.

FURTHER RESOLVED, that Hamilton Construction Co. (Oregon) shall purchase the remaining 64 shares of the capital stock of Hamilton Construction Co. (Oregon) now owned by Wallace A. Palmateer from Wallace A. Palmateer on the terms and conditions hereinafter provided; the shares of capital stock so purchased by Hamilton Construction Co. (Oregon) to become treasury stock and to be made subject to the preemptive rights of the remaining shareholders of Hamilton Construction Co. (Oregon) and all the terms, provisions and conditions of the Stock Purchase Agreement as hereinbefore and herein amended.

FURTHER RESOLVED, that the terms of sale and purchase of the above stock by Hamilton Construction Co. (Oregon) shall be as follows: the purchase price is and shall be the sum of $480 per share, payable 10% down, the balance, with interest at 4% per annum, to be due and payable in not more than 16 semi-annual installments in accordance with the promissory notes presented to the meeting and approved by all of the shareholders of Hamilton Construction Co. (Oregon); in addition, as security for the payment of said notes, all the remaining shareholders of Hamilton Construction Co. (Oregon) agree to and do hereby personally guarantee the pay-

-ment of the notes, their individual obligation so to do being limited to their proportionate ownership of the capital stock of Hamilton Construction Co. (Oregon) as it exists on August 21, 1970.

There being no further business to come before the meeting, the same was on motion duly adjourned.

William T. Peckham

William T. Peckham, Secretary

READ AND APPROVED:

Harry I. Hamilton

Harry I. Hamilton

Jack I. Hamilton

Jack I. Hamilton

William T. Peckham

William T. Peckham

Wallace A. Palmateer

Wallace A. Palmateer

SHAREHOLDERS

WAIVER OF NOTICE OF SPECIAL MEETING OF BOARD OF DIRECTORS
OF
HAMILTON CONSTRUCTION CO. (OREGON)

We, the undersigned, being all of the directors of Hamilton Construction Co. (Oregon), an Oregon corporation, do hereby waive call and notice of call and consent to the holding of a special meeting of the board of directors of said corporation to be held at the Village Inn, Springfield, Oregon, on August 19, 1970 at 5:00 P.M.

Harry I. Hamilton
Harry I. Hamilton

William T. Peckham
William T. Peckham

Jack I. Hamilton
Jack I. Hamilton

DIRECTORS

MINUTES OF SPECIAL MEETING OF BOARD OF DIRECTORS
OF
HAMILTON CONSTRUCTION CO. (OREGON)
Held: August 19, 1970

A special meeting of the board of directors of Hamilton Construction Co. (Oregon), an Oregon corporation, was held at the Village Inn in Springfield, Oregon on August 19, 1970 at 5:00 P. M. pursuant to written waiver of notice signed by all of the directors of the corporation.

Among those present were all the directors of the corporation, namely, Harry I. Hamilton, William T. Peckham and Jack I. Hamilton. Also present was Eric L. Larsen, one of the attorneys for the corporation.

Harry I. Hamilton, president of the corporation, acted as chairman of the meeting and William T. Peckham, secretary of the corporation, acted as such.

The president brought to the attention of the directors the matters discussed and unanimously agreed to by the shareholders of the corporation at a special meeting of all of the shareholders of Hamilton Construction Co. (Oregon) held August 19, 1970 at 4:00 P. M. at the Village Inn, Springfield, Oregon. The minutes of the above shareholders meeting were reviewed by the directors. The president pointed out that the corporation is a party to and bound by the terms of the Stock Purchase Agreement, as amended, executed by all the shareholders of the corporation and by the officers of the corporation on behalf of the corporation.

It was unanimously agreed that it would be in the best interest of the

corporation to eliminate all shareholders holding stock in both Oregon Bridge Engineering Co. and Hamilton Construction Co. (Oregon), an Oregon corporation.

It was unanimously agreed that the value of the capital shares of the stock of Hamilton Construction Co. (Oregon) is $480 per share.

On motion duly made and seconded, the following resolution and agreement was unanimously adopted and the officers of the corporation duly authorized and directed to execute, on behalf of the corporation, all documents and instruments necessary or desirable to give full force and effect to the following resolution:

> RESOLVED, that Hamilton Construction Co. (Oregon) does hereby waive and release any and all rights conferred upon it by the Stock Purchase Agreement of Hamilton Construction Co. (Oregon) as modified and amended to date, to the extent necessary to accomplish the hereinafter described transfers, sales and purchases and does hereby consent to said transfers, sales and purchases, and the officers of the corporation are hereby authorized and directed to execute such modification agreements to the Stock Purchase Agreement as may be necessary or desirable to accomplish the above purpose.
>
> FURTHER RESOLVED, that Wallace A. Palmateer shall sell, transfer and convey unto Harry I. Hamilton 8 shares of the capital stock of Hamilton Construction Co. (Oregon) now owned by him; that Wallace A. Palmateer shall sell, transfer and convey unto William T. Peckham 7 shares of the capital stock of Hamilton Construction Co. (Oregon) now owned by him; that Wallace A. Palmateer shall sell, transfer and convey unto Jack I. Hamilton 1 share of the capital stock of Hamilton Construction Co. (Oregon) now owned by him.
>
> FURTHER RESOLVED, that Hamilton Construction Co. (Oregon) shall purchase the remaining 64 shares of the capital stock of Hamilton Construction Co. (Oregon) now owned by Wallace A. Palmateer from Wallace A. Palmateer on the terms and conditions hereinafter provided; the shares of capital stock so purchased by Hamilton Construction Co. (Oregon) to become treasury stock and to be made subject to the

preemptive rights of the remaining shareholders of Hamilton Construction Co. (Oregon) and all terms, provisions and conditions of the Stock Purchase Agreement as hereinbefore and herein amended.

FURTHER RESOLVED, that the terms of sale and purchase of the above stock by Hamilton Construction Co. (Oregon) shall be as follows: The purchase price is and shall be the sum of $480 per share, payable 10% down, the balance, with interest at 4% per annum, to be due and payable in not more than 16 semi-annual installments in accordance with the promissory notes presented to the meeting and approved by all the shareholders of Hamilton Construction Co. (Oregon); in addition, as security for the payment of said notes, all the remaining shareholders of Hamilton Construction Co. (Oregon) agree to and do hereby personally guarantee the payment of the notes, their individual obligation so to do being limited to their proportionate ownership of the capital stock of Hamilton Construction Co. (Oregon) as it exists on August 21, 1970.

The president brought to the attention of the directors that on February 1, 1965, but effective as of April 1, 1964, the corporation entered into both a Subscription Agreement with Wallace A. Palmateer and William T. Peckham providing for the purchase of certain authorized but unissued shares of the capital stock of Hamilton Construction Co. (Oregon) by Wallace A. Palmateer and William T. Peckham, and an Employment Agreement with Wallace A. Palmateer. The Subscription Agreement was reviewed by the directors and it was determined that Wallace A. Palmateer became in default of the terms of the Subscription Agreement on or about June 16, 1968 and Wallace A. Palmateer has failed to purchase from the corporation the shares, or any portion thereof, of capital stock required to be purchased by the terms of

the Subscription Agreement on June 15, 1968, June 15, 1969 and June 15, 1970. It was reported to the directors by the president that Wallace A. Palmateer is willing to release and waive any and all rights accrued under the above agreements and terminate the same effective as of June 14, 1968, in light of the fact he has been employed solely by Oregon Bridge Engineering Co. since on or before June 15, 1968.

On motion made and duly seconded, the following resolution was unanimously adopted:

> RESOLVED, the officers of the corporation are duly authorized and directed to enter into such agreements with Wallace A. Palmateer as may be necessary or desirable to terminate in all respects the Subscription Agreement, only insofar as it applies to Wallace A. Palmateer, and Employment Agreement above referred to, effective as of June 14, 1968.

There being no further business to come before the meeting, the same was on motion duly adjourned.

William T. Peckham

William T. Peckham, Secretary

READ AND APPROVED:

Harry I. Hamilton

Harry I. Hamilton

William T. Peckham

William T. Peckham

Jack I. Hamilton

Jack I. Hamilton

DIRECTORS

OREGON BRIDGE ENGINEERING CO.

CONSULTING ENGINEERS

DESIGN & CONSTRUCTION
ENGINEERING

P. O. BOX 72, SPRINGFIELD, OREGON 97477
TELEPHONE: (503) 746-9673

August 18, 1970

Department of Transportation
Oregon State Highway Division
Highway Building
Salem, Oregon 97301

Gentlemen:

Present ownership of Oregon Bridge Engineering Company is as follows:

Total authorized shares: 200

W. A. Palmateer	32
W. T. Peckham	32
D. W. Gallaher	30
L. F. Pierce	30
H. I. Hamilton	16
J. I. Hamilton	16
J. E. Bishop	10
R. D. Carter	10
D. H. Beachy	10
	186

Very truly yours,

OREGON BRIDGE ENGINEERING CO.

L. F. Pierce
Secretary-Treasurer

LFP:cdh

August 18, 1970

Mr. Tom Edwards
Deputy State Highway Engineer
Oregon State Highway Division
Salem, Oregon 97310

Dear Sir:

The ownership of Hamilton Construction on this date is as follows:

1000 shares authorized
600 shares issued

Harry I Hamilton	240 shares
William T. Peckham	198 shares
Wallace A Palmateer	80 shares
Jack I. Hamilton	30 shares
Treasury Stock	52 shares
	600

Very truly yours,

Hamilton Construction Co

William T Peckham

William T. Peckham
Secretary

August 14, 1970

Douglas County Board of Commissioners
Courthouse
Roseburg, Oregon 97470

Attention: Mr. George Grubb
County Engineer

RECEIVED
COUNTY & CITY SECTION
AUG 14 1970
☑ ENGR. ☑ COOR. ☐ OE ☑ AE ☑ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

Gentlemen:

On August 13, 1970, a satisfactory bid was received from the Hamilton Construction Company, Eugene, Oregon 97401, for South Umpqua River (Oak Avenue) Bridge, FAS 241. As per the agreement between State and County, the following advance deposit is required from the County prior to awarding of a contract.

Bid Items	$ 673,782.00
Flagging	500.00
Erosion Control	500.00
Testing Lab Fees	5,000.00
Engineering (State & Consultant)	30,000.00
4½% Contingencies	30,410.19
Less Credit for Telephone Cable	- 4,000.00
Estimated Total Cost	$ 736,192.19

County Advance Deposit:

20% of $736,192.19=$147,238,44 or say $147,200.00

Please make this advance deposit in the amount of $147,200.00 payable by check or warrant to the Oregon State Highway Commission and forward same to this office.

Very truly yours,

H. S. Cox
County and City Engineer

By

Harold Reynoldson
Rural Program Engineer

HR:lat

2nd M.R. Holst — Bid → 740,740.00

Form E 312X 6V Sep 5 58

OREGON STATE HIGHWAY DEPARTMENT

JOB NO. 4

Summary of Bids Received and Construction Authorization

Project [illegible] /OAK AVE/ BRIDGE

F. A. Project No. SU 4810(4)

Highway [illegible]

Engineer's Estimate 723,377.00

County [illegible]

Date Bids Received 08/13/70

	NAME AND ADDRESS OF BIDDER	AMOUNT OF BID
1	HAMILTON CONSTRUCTION CO [illegible]	673,782.00
2	[illegible]	740,740.00
3	[illegible] CONSTRUCTION INC [illegible]	799,115.00
4	[illegible]	807,567.00
5	[illegible]	850,128.00

CONSTRUCTION AUTHORIZATION

Contract amount . . . . . $ 673,782.00

Additional anticipated items:

FLAGGING /STATE SHARE/ [illegible]

TESTING [illegible]

[illegible]

[illegible]

ENGINEER'S RECOMMENDATION

[illegible] by: Consultant Eng.

[illegible] Deputy State Highway Engineer

County [illegible] Date Bids Received 06/13/70

	NAME AND ADDRESS OF BIDDER	AMOUNT OF BID
1	HAMILTON CONSTRUCTION CO [illegible]	673,782.00
2	[illegible]	740,740.00
3	[illegible] CONSTRUCTION INC [illegible]	799,115.00
4	[illegible] CONSTR. INC [illegible]	807,567.00
5	[illegible] PIT SAND CO [illegible] NEBRASKA 68131	850,128.00

CONSTRUCTION AUTHORIZATION

Contract amount	$ [illegible]
Additional anticipated items:	
FLAGGING /STATE SHARE/	[illegible]
T[illegible]	[illegible]
FROSTON CONTROL	[illegible]
CR T[illegible] CONDUIT FRAME	- 4,[illegible]
Subtotal	$ [illegible]
Contingencies and engineering (12½%)	30,410.19
Subtotal	$ 706,192.19
Credit for maintenance rock	
Net construction authorization	$ 706,192.19

ENGINEER'S RECOMMENDATION

Increased by:
$ 25,000 Consultant Eng.
5000 State
$30,000

[illegible] Deputy State Highway Engineer

FAS 241
Douglas

OREGON BRIDGE ENGINEERING CO.

CONSULTING ENGINEERS

DESIGN & CONSTRUCTION
ENGINEERING

P. O. BOX 72, SPRINGFIELD, OREGON 97477
TELEPHONE: (503) 746-9673

August 5, 1970

Mr. Walter Hart, Bridge Administrative
Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97303

Subject: Oak Avenue Bridge - FAS 241

Dear Sir:

Under our existing contract we will do all normal job sampling and testing, so the set up is quite akin to the Beltline Structures. However, Douglas County has no real facilities for complete testing on aggregates or concrete compression testing.

Attached is a preliminary listing only of inspecting and/or testing functions on this project. There will probably be revisions, but this should give us a starting point.

Let me know if you have any suggested additions or revisions.

Very truly yours,

OREGON BRIDGE ENGINEERING CO.

W. A. Palmateer
General Manager

WAP:odh

Attachment

cc: Bob Prange

RECEIVED
COUNTY & CITY SECTION
AUG - 6 1970
ENGR. COOR. SE AE UE
UPE CE RE RPE

OAK AVENUE BRIDGE

Testing and Inspection Services

By OBEC:

Make concrete cylinders
Inspection of precast beams
Aggregate sampling

Testing functions by OSHD:

Rebar sampling
Cement
Post tensioning strand
Prestressed strand
Miscellaneous metal as required--drains, etc., armor angles
Jacking strut - as misc. metal
Expansion joint material
Pedestrian railing
2 tube railing
Aggregate testing as required
Concrete compression tests

Certification

Conduit
Epoxy
Piling
Bearing assemblies

RECEIVED
AUG 27 1970
FOR FILING
SU-481(4)
7453

July 31, 1970

City of Roseburg
City Hall
Roseburg, Oregon 97470

MISC. CONTRACTS and
AGREEMENTS No. 4010

Attention: Oran W. Brown
City Recorder

Gentlemen:

Attached for your records is a fully executed copy of an agreement with Douglas County, City of Roseburg, and the Oregon State Highway Commission covering construction of the South Umpqua River (Oak Street) Bridge on Melrose Road (FAS 241).

A fully executed copy of this agreement is being sent to Douglas County and one is being retained for the Commission's files.

Very truly yours,

Floyd Quary, Secretary
OREGON STATE HIGHWAY COMMISSION

fbm
Attachment

cc H. S. Cox
(agreement attached)

RECEIVED
JUL 28 1970
FOR FILING
SU-481(4)
7453

3

July 27, 1970

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
Post Office Box 300
Salem, Oregon 97308

Dear Mr. Simpson:

Oregon Project SU-481(3)
South Umpqua River (Oak Street) Bridge
Consultant Agreement
Your File: 08-35-2C

Reference is made to the following items of your July 2 letter regarding the consultant agreement between Douglas County and the Oregon Bridge Engineering Company.

1. Attached are three copies of the signature page of the agreement with the State Highway Engineer's approval. Also attached are three copies of the State's Certification of Consultant.

2. Future consultant agreements shall not provide that ownership of all documents be retained by the consultant.

3. In the State's standard FAS-C project agreement with Douglas County, the County Engineer is charged with the responsibility for the general supervision of the bridge construction, and the State shall act in a supervisory capacity, shall perform materials testing, intermittent inspections, and checking of final quantities and costs. Change orders, price agreements, etc., shall have the approval of the State.

4. The Oregon Bridge Engineering Company has been contacted relative to Item 4 of the agreement recitals, and it is their contention that the consultant's proposal is contained within the terms of the agreement and that the statement contained in Item 4 of the recitals (which was copied from a typical agreement form supplied to the consultant) is superfluous.

Three copies of Schedule D are attached.

5. The total construction costs of work being designed under this agreement are presently estimated to be $758,000.

Very truly yours,

R. L. Porter
State Highway Engineer

By

A. E. Johnson
Assistant State Highway Engineer

Attachments

cc R. L. Porter
Tom Edwards
F. B. Klabee
I. D. Merchant
H. S. Cox
C. T. Kenney

RHP:lat ms

RECEIVED
JUL 14 1970
ENGINEER
COUNTY & CITY DIVISION

State Contract No. _____
Federal Aid Project SU 481(4)
State Oregon

CERTIFICATION OF CONSULTANT

I hereby certify that I am the General Manager and duly authorized representative of the firm of Oregon Bridge Engrg. Co., whose address is P. O. Box 72, Springfield, and that neither I nor the above firm I here represent has:

(a) employed or retained for a commission, percentage, brokerage, contingent fee, or other consideration, any firm or person (other than a bona fide employee working solely for me or the above consultant) to solicit or secure this contract,

(b) agreed, as an express or implied condition for obtaining this contract, to employ or retain the services of any firm or person in connection with carrying out the contract, or

(c) paid, or agreed to pay, to any firm, orgainization or person (other than a bona fide employee working solely for me or the above consultant) any fee, contribution, donation, or consideration of any kind for, or in connection with, procuring or carrying out the contract;

except as here expressly stated (if any):

I acknowledge that this certificate is to be furnished to the State Highway Division and the Bureau of Public Roads, U.S. Department of Commerce, in connection with this contract involving participation of Federal Aid highway funds, and is subject to applicable, State and Federal laws, both criminal and civil.

7-13-70
DATE

[signature]
SIGNATURE

CERTIFICATION OF STATE HIGHWAY DIVISION

I hereby certify that I am the State Highway Engineer of the Highway Division of the State of Oregon, and that the above consulting firm or his representative has not been required, directly or indirectly as an express or implied condition in connection with obtaining or carrying out this contract to:

(a) employ or retain, or agree to employ or retain, any firm or person, or

(b) pay, or agree to pay, to any firm, person, or organization, any fee, contribution, donation, or consideration of any kind;

except as here expressly stated (if any):

I acknowledge that this certificate is to be furnished the Bureau of Public Roads, U.S. Department of Commerce, in connection with this contract involving participation of Federal Aid highway funds, and is subject to applicable State and Federal laws, both criminal and civil.

July 27, 1970
DATE

[signature]
SIGNATURE

IN WITNESS WHEREOF, the parties hereto have set their hands and affixed their seals as of the day and year hereinafter written.

This agreement was approved by the Douglas County Board of Commissioners on May 13, 1970.

CONSULTANT:

OREGON BRIDGE ENGINEERING CO.

W. A. Palmateer

Gen. Manager

DOUGLAS COUNTY BOARD OF COMMISSIONERS:

Stanford Bucell

Al Lloyd

J. Ray Elkins

Approved as to form

Approved 4/14/70

Asst. State Hwy. Engr.

APPROVED: L. N. Tetz

State Highway Engineer

July 27, 1970

Date

EXHIBIT "D"

SUMMARY - FIELD CONSTRUCTION COSTS

Average "Salary Cost" @ $7.00±

4-1	On-site engineering	1440 Hours
4-2	Off-site Inspection	50
4-3	Reports (weekly, monthly)	50
4-4	Final reports & drawings	25
4-5	Final quantity calculations	15
		1580 Hrs @ $7.00± = $11,000

Field Overhead Allowance	8,800
Travel and Subsistence	1,940.
Sub-total Costs	$21,740
Profit (15%±)	3,260
TOTAL	$25,000

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 21, 1970

SUBJECT: Assignment No. 3

To: A. E. Johnson
Assistant State Highway Engineer

O F F I C E

Attached is a rough draft of a reply to the Bureau of Public Roads' letter of July 2, 1970, concerning the consultant agreement for the South Umpqua River (Oak Street) Bridge FAS-C project. The following items of the Bureau's letter have been covered:

1. Please have Mr. Porter approve the attached agreement signature page and transmit three Xerox copies of same to the B.P.R. You will note that this has already been "Approved as to Form" by Mr. Edwards.

   Also have Mr. Porter sign the attached Certification of Consultant, send three Xerox copies to the B.P.R., retain one original for the files and return the other to this office for transmittal to Oregon Bridge Engineering Company.

2. Answered in attached letter draft.
3. " " " " "
4. " " " " "
5. " " " " "

R. H. Prange
Rural Engineer
County and City Department

RHP:lat

Att.

NOTED
A. E. JOHNSON

RECEIVED
JUL 22 1970
OFFICE OF
STATE HIGHWAY ENGINEER

SP*82478-734

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

DATE: July 2, 1970

In reply refer to: 08-35-EC

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

REFER TO

BY ASST. STATE HWY. ENGR.

SUBJECT: Oregon Project SU-481(3)
South Umpqua River (Oak Street) Bridge
Consultant Agreement

Our Regional office, in its review of the consultant agreement between Douglas County and the Oregon Bridge Engineering Co. for the design and construction engineering for the subject project, has indicated that there are still a few items that are needed before it can be processed completely. These are:

1. Although the agreement is between Douglas County and the consultant, it is stated in Paragraph 2.c of PPM 40-6 that the State cannot be relieved of its responsibility for the engineering work to be performed under this contract. Therefore, the agreement should show State approval rather than merely approved as to form. Also, along this same line the agreement should contain the certification by the State in addition to the County. (Exhibit A)

Our Regional office has stated that even though the certification by the County is provided, the State certification is also required. Each certification should also bear the project number and a State identification as shown on the attachment to PPM 40-6.

It is requested, therefore, that the agreement be amended to show State approval and State certification be attached.

2. You will recall we have expressed our dissatisfaction with the consultant's retention of the ownership of all documents. Not only is this in conflict with PPM 40-6 but as the agreement provision is written it would appear to indicate that the documents could be utilized as standard plans or drawings. Federal participation in the preparation of standard drawings or plans is not permitted under existing regulations.

(more)

Clipped to P.S. Report
Johnson
Standlin
Copy to Merchant
7-6-70

RECEIVED
JUL 3 1970
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Therefore, not only is any additional compensation to the consultant due to his ownership of the documents not eligible for Federal participation but further use of the plans might jeopardize the Federal participation in their original preparation. This of course does not preclude Federal participation in additional compensation due the consultant for changes or alterations in the documents for this project ordered by the County in accordance with Article III, Paragraph 17, "Changes in Work."

3. In preparing consultant agreements that include construction engineering, care must be exercised in determining the scope of the work to be performed by the consultant. Under Federal-aid regulations general supervision of construction is the responsibility of the State, or in this case, the County acting with the approval of the State. Paragraph 2b of PPM 40-6 indicates the various activities which may be performed by the consultant. In this agreement the designation of the responsibility for the general supervision of the bridge construction is quite vague. Some clarification is needed therefore to document who is in fact responsible.

4. Item 4 of the recitals portion of the agreement states that the consultant's proposal is attached and is a part of the agreement but it does not appear to be included. Also, the copies of Schedule D which were furnished separately seem to have been misplaced. Please furnish three additional copies of both the Consultant's Proposal and Schedule D.

5. An indication as to the total estimated construction costs of work being designed under this agreement is needed to complete our records.

GEORGE E. GRUBB
COUNTY ENGINEER

672-3311
EXT. 25

DOUGLAS COUNTY ROAD DEPARTMENT
Room 219, Court House
ROSEBURG, OREGON
97470

FAS 241

July 15, 1970

Mr. H. S. Cox
County & City Relations
State Highway Building
Salem, ORegon 97310

Re: Oak Street Bridge

Dear Sir:

The Special Provisions for the above project contain a provision for completion of 360 calendar days. Because of the lateness of the bid letting for the project, I have met with Ivan Merchant of your Bridge Department and Wally Palmateer of Oregon Bridge Engineering Co. and have obtained their concurrence for a change in the calendar days completion from 360 days to 450 days. This will serve two purposes:

1. Eliminate any requirement that the contractor do any river work during 1970.

2. Allow contractors who may be tied up with work this summer to bid the job with adequate time for completion during 1971.

Very truly,

George E. Grubb

George E. Grubb
County Engineer

GEG/hb

NOTED
MAINOR C. HOLMES

RECEIVED
JUL 16 1970
ENGINEER
COUNTY & CITY DIVISION

NOTED
HAROLD
REYNOLDSON

7-16-70
Copy to C.G. Swenson.

NOTED
R. H. PRANGE

NOTED
RICHARD UNREIN

Noted
Oscar H. Norberg

NOTED
P. B. Arensmeier

NOTED
RICHARD BLADORN

NOTED
DON HARWELL

TRANSACTION NUMBERS 7-1 AND 7-2

FORM PR-48
REV. 7-67)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: JUL 14 1970

BY (Signature): MR. ELLISON'S JUNE 18, 1970 LETTER

TITLE: ASST. PROGRAM & PLANNING ENGINEER

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☒ FAS ☐ OTHERS

STAGE 1 * ITEM NOS. ____ THRU ____		STAGE 2 ITEM NOS. 1033 THRU 1034		FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State)
ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST		LOCATION / WORK
	SU-481(4)	0.13	750,000	476,000	SOUTH UMPQUA RIVER(OAK ST.,) BRIDGE - ROSEBURG / ONE STRUCTURE
034	S-577(1)	5.7	365,000	231,000	WILDLIFE HDQS. SECTION (FRENCHGLEN HIGHWAY) / GRADE, DRAIN, HIGH TYPE PAVEMENT

7-14-70

NOTED
F. D. KLABOE

yours 7-17-70
NOTED
TOM EDWARDS

RECEIVED
JUL 15 1970
OFFICE OF
STATE HIGHWAY ENGINEER

...AKS (Division)

YOU ARE AUTHORIZED TO PROCEED WITH ACTIONS NECESSARY TO ADVANCE TO COMPLETION THE PHYSICAL CONSTRUCTION PROVIDED FOR BY THE ABOVE PROJECTS IN ACCORDANCE WITH THE PROVISIONS OF YOUR APPROVED SECONDARY ROAD PLAN. IF YOU SUBSEQUENTLY FIND THAT EXCEPTIONS TO THE PROCEDURE WILL BE NEEDED OR THAT YOUR PROPOSED DESIGN STANDARDS FOR THESE PROJECTS ARE LOWER THAN THE MINIMUM DESIGN STANDARDS AS APPROVED MAY 13, 1970, THIS OFFICE SHOULD BE NOTIFIED OF SUCH PROPOSED EXCEPTIONS AND REASONS THEREOF.

RECEIVED
JUL 20 1970
FOR FILING

DATE	RECOMMENDED SIGNATURE AND TITLE	DATE	APPROVED SIGNATURE AND TITLE
		JUL 14 1970	R. F. SIMPSON, DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

GPO 927-954

RECEIVED
JUN 29 1970
FOR FILING

SII-#181(4)
7453

June 18, 1970

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street N.E.
Salem, Oregon

Dear Sir:

We are submitting program data for four Secondary projects, Items 1033 through 1036, which we desire to have included in the Federal Aid Secondary Highway Program.

These projects have been selected by the State Highway Commission and local authorities in cooparation with each other as required by the Federal Aid Act.

We are enclosing copies of the State Clearinghouse's approval for Item 1033 and 1034 and a copy of the District Clearinghouse's approval for Item 1034. The clearinghouse for District No. 6 is not functioning at the present time; therefore, no district review will be made for Item 1033. Items 1035 and 1036 do not require clearinghouse review under the provisions of paragraph 2b of IM 50-1-70 as right of way for these projects was acquired prior to 9-30-69.

It is our intention to receive bids for these projects on July 23, 1970.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

Encl.

JG:ia

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

6-18-70

FEDERAL-AID P
(PPM 2

CARD 2	REPORT NUMBER (18)–(20)	1	PROJECT LOCATION (45 typewriter spaces) 21–65	Co. Rd. Roseburg (S. Umpqua R. Br.) Oak Ave.	ADT	PRESENT	9,200	FUTURE (66)–(70)	13,500	YEAR (71)	90
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28–62	One bridge	NATL. FOREST (63)–(65)		FH ROUTE NO. (66)–(68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72)–(73)		PL. AUTH (74)	
CARD 4	CLASS OF FEDERAL FUNDS	Secondary							COUNTY NAME	Douglas		
	NAME OF URBAN AREA 17–31	Roseburg							ROUTE NO.	S	FEDERAL-AI	241

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT C: TOTAL ESTIMATED COST	FEDERAL FUNDS
1	(14-15)	(16)	41	42	43–46	53		(54)–(58)	(59)–(66)	(67)
5					**PE**		Co. Rd. Roseburg, (S. Umpqua River Bridge, Eastbound, on Oak Ave.)			
5					**ROW**		[S. Umpqua River (Oak Ave.) Bridge]			
5					**CONST** (CODE) X021			0.13	750,000	476,000
								0.13	750,000	476,000

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS
1	14	PROGRAM APPROVAL DATES	(16) (23) (24)

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

ve. (65)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
	ADT	9,200	13,500 (66) (70)	90 (71) (72)	08	Oregon	35 (2) (3)	022 (4) (9)	1033 (14) (18)

V AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) 14	NUMBER 23 7	SEQ. NO. 13	T. Projects Only POST MI. (24) (26)	DESIG. 27
					SU-	481	(4)		

COUNTY NAME: Douglas — CODE: 019 (14) (16)

ROUTE NO.: S — FEDERAL-AID: 241 (32) — STATE: Co.Rd. (36) (37) — U.S. (41)

PROGRAM STAGE: [ ] 1 OR [X] 2

MILES (54) (58)	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST (59) (66)	FEDERAL FUNDS (67) (76)	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
					One RCBG Bridge, length 660', H.C. 32' with 5' walk on one side. (To provide 2 - 12' eastbound lanes of one-way couplet.)
0.13	750,000	476,000	137,000	137,000 (Co.)	ROW - 80' min.; Access Control - None; Parking Restrictions - None.
0.13	750,000 (16) (23)	476,000 (24) (33)	137,000	137,000 (Co.)	

REMARKS

Additional Data: Item 1027, Project No. SU-481(3).

-over-

USCOMM DUSCOMM-DC 48905-P61

RECEIVED
JUN 29 1970
FOR FILING

SU-481(4)
1453

June 18, 1970

Executive Department
Federal Aid Coordination Unit
Room 5 State Capitol
Salem, Oregon

Gentlemen:

In compliance with step 7 of Procedure 13-020-02 of Executive Memorandum 02-270-02, we are submitting one copy of the completed application for federal-aid funding of the following Secondary projects:

Item No.	Project No.	Name
1033	SU-481(4)	S. Umpqua River (Oak Avenue) Bridge
1034	S-577(1)	Frenchglen Highway-Wildlife Headquarters Sec.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

Encls.

JG:ia

cc: R. N. Chase

Reynoldson

FORM E-20 (Rev. 10-65)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

RECEIVED
JUN 15 1970
ENGINEER
COUNTY & CITY DIVISION

Salem, Oregon
June 10, 1970

NOTED
H. S. COX

To:

SUBJECT: Oak Avenue Bridge
S. Umpqua River at Roseburg
FAS 241
Douglas County

Memo to the Files

On Thursday, May 28, 1970, a meeting was held in the office of Ivan D. Merchant, Bridge Engineer, to discuss the construction of the proposed Oak St. Bridge over the South Umpqua River in Roseburg. Those in attendance and their affiliation is given on the following pages.

General features of the design were discussed. A detailed review of specific design features was delayed until the following week at which time Mr. Lou Pierce, Chief Design Engineer for Oregon Bridge, will be in this office.

The setting of a date to take bids on the project was discussed. The next regular scheduled letting date is July 23, 1970. Douglas County would have preferred to advertise for bids at an earlier date. Subsequent discussion brought out that little could be gained in time over the regular July 23 date. It was agreed that the project would be advertised for receipt of bids on that date.

Mr. Palmateer commented on several specific items he wished covered in the project special provisions:

1. The class 1 surface finish was desired.

2. A restriction should be imposed on concrete material from the North Umpqua River base.

3. The use of a proprietary item in the bearing assemblies in the East and West abutments was discussed.

4. The maximum percentage of air entrainment desired was discussed (five percent maximum).

The scheduling and responsibility for the grading and paving of the approaches was discussed. This will be handled by Douglas County as a straight county project. The County will award the contract for this work soon after the bridge is contracted.

NOTED
R. O. REYNOLDSON

NOTED
RICHARD UNREIN

NOTED
RICHARD BLADORN

NOTED
P. B. Aronsmeier

NOTED
DON HARWELL

SP*22478-734

The estimated cost of the structure was discussed. Mr. Palmateer indicated that the $750,000 amount carried on the schedule reflected their best estimate as of this date. A better estimate will be prepared and forwarded when the final quantities are available.

The lead time required and submission of the tracings to the Highway Department was discussed. They should be in this office on or about June 22.

There being no further business, the meeting was adjourned.

WJH

Walter J. Hart
Administration Bridge Engineer

WJH:dh
Attachment

cc Wally Palmateer
George Grubb
Ivan D. Merchant
Harold Reynoldson
Robert Prange
John Quiner

OREGON BRIDGE ENGINEERING CO.

CONSULTING ENGINEERS

DESIGN & CONSTRUCTION
ENGINEERING

P. O. BOX 72, SPRINGFIELD, OREGON 97477
TELEPHONE: (503) 746-8673

NOTED
H. S. COX

FAS 241
Douglas Co

June 2, 1970

Mr. S. H. Cox, County-City Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97301

Subject: Oak Avenue Bridge Estimated Quantities

Dear Sir:

Below are estimated quantities for Oak Avenue Bridge:

	Item	Unit	Net	Allow	Total
1.	Shoring	All	1	---	1
2.	Structural Excavation	CY	746	34	780
3.	Structural Excavation Below Elevation Shown	CY	-0-	50	50
4.	Furnish 10BP42 Pile	Ft	1860	---	1860
5.	Drive Steel Piling	Ea	62	---	62
6.	Splice Steel Piling	Ea	---	6	6
7.	Class B Concrete	CY	87	3	90
8.	Class A Concrete	CY	2825	-0-	2825
9.	70' I Girders	Ea	30	-0-	30
10.	Post-tensioning	All	144,000#	-0-	144,000#
11.	Reinforcing	All	429,000#	-0-	429,000#
12.	2-Tube Railing	Ft	706	4	710
13.	Pedestrian Railing	Ft	696	4	700

Items No. 8, 10, and 11 are to be bid as lump sum units and the quantities shown are for informational purposes only.

Very truly yours,

OREGON BRIDGE ENGINEERING COMPANY

W. A. Palmateer
General Manager

RECEIVED
JUN 3 - 1970
ENGINEER
COUNTY & CITY DIVISION

WAP:cdh

NOTED
MAINOR C. HOLMES

NOTED
RICHARD UNREIN

NOTED
[illegible]

Copies to: W. Hart
C. Swenson

NOTED
R. H. PRANGE

Noted
Oscar H. Norberg

NOTED
DON HARWELL

ADT 1[illegible]-9200
1990-13,500

DHV 1970-1000
1990-1450

SAFETY:_____

MEMO TO R. N. CHASE Date: May 29, 1970

FAS 241, DOUGLAS COUNTY, S. Umpqua River (Oak Street) Bridge SECTION

TERMINI: This structure will be over the S. Umpqua River for the east bound traffic at mile post 0.28 on Oak Street (Melrose Road).

PROPOSED WORK: Structure

PROJECT LENGTH: 660 feet

COSTS:	TOTAL	FEDERAL	STATE	COUNTY	OTHER
CONSTRUCTION	$750,000	$450,000	$150,000	$150,000	

EXISTING FACILITIES: Structure has 10 spans and is 908 feet long, RCDG and RCBG with a 15'-1" roadway. Structure will be removed.

ADJACENT SECTIONS:

~~NORTH~~/EAST END: 40' one-way AC curb section to be constructed by County.

~~SOUTH~~/WEST END: 34' one-way AC curb section to be constructed by County.

PROJECT DATA: Construct a reinforced box girder concrete bridge 660' long with a 32' clear roadway, which will have two 12' travel lanes and 4' shy distance from each curb, and having a 5' sidewalk on the up-stream side. There is to be a protection railing between the sidewalk and the roadway. Lamp post bases and electric conduits are to be installed. Utilities will be attached to the structure. County will construct the approaches and connections, be responsible for the detour, place the rip rap and remove the existing bridge. Material testing done by State.

RIGHT-OF-WAY: 80' minimum

ACCESS CONTROL: None
RAILROAD CROSSING: None

MINIMUM DESIGN STANDARDS: This structure will have 32' roadway instead of recommended 40' roadway. However, since there will be slow one-way traffic, there will be adequate room to maneuver around and keep traffic flowing. No parking on structure.
SYSTEM ACTION: Completed
PUBLIC HEARING: 4/14/70
UNUSUAL OR COMPLICATED SITUATIONS: Const. engineering on project will be done by a consultant, Oregon Bridge Engineering. Eng. qualifications checked and approved by the request for preliminary engineering.
ROUTE DATA: See SU-481(3)

Park and recreation area affected ----------No
Relocation assistance: No people moved. The county has paid all additional costs associated with the purchase of additional R/W.
Social, economic & environmental effects considered ----------Yes
Location and design approved----------Requested
Clearinghouse approved----------3/11/70
Hwy. at present does not have control of the utilities on the project but by the agreement before award the control will be secured.

To: L. H. Young 6/8/70

Oregon State Highway Commission
State Highway Building
Salem, Oregon 97310

Attention: County and City Department

5-27-70

SUBJECT: Federal Aid Project No. _____

Highway No. FAS 241

Project Name S. Umpqua River (Oak Street)
Bridge Section

1. We hereby certify that, to the best of our knowledge and belief, all rights-of-way or rights-of-entry for the above referred to Federal-aid project have been secured.

2. We hereby certify that: (check two)

☒ There has been no displacement of persons from residences, farms, or businesses; or

☒ That all incidental charges related to the transfer of property have been paid by County pursuant to subsection 507 of Section 30 of the Federal-aid Highway Act of 1968.

☐ In accordance with Section 30 of the Federal-aid Highway Act of 1968, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals and families have been relocated to, or offered, decent, safe, and sanitary housing.

3. We hereby certify that the occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to Federal-aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Roseburg, Oregon,

this 27th day of May, 1970.

DOUGLAS County

Stanford Bruce
Chairman

Commissioner

Commissioner

RECEIVED
JUN 1 - 1970
ENGINEER
COUNTY & CITY DIVISION

NOTED
HAROLD
REYNOLDSON

Copy to: John Oaks
C.G. Swanson
R.N. Chase
C.T. Keasey D.E. Eng'r

(5/12/70)

NOTED
R. H. PRANGE

NOTED

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308
DATE: May 19, 1970

In reply refer to: 08-35-EC
FAS 241

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project Su-481(3)
South Umpqua River (Oak Street) Bridge
Consultant Agreement

The consultant agreement between the Oregon Bridge Engineering Company and Douglas County for the design and the construction engineering for the subject project is hereby approved as submitted with Mr. Cox's May 15, 1970 letter effective April 17, 1970.

NOTED
R. L. PORTER

NOTED
H. S. COX

5-22-70
REFERRED TO
Cof Young
BY ASST. STATE HWY. ENGR.

RECEIVED
MAY 22 1970
ENGINEER
COUNTY & CITY DIVISION

NOTED
HAROLD
REYNOLDSON

Copy to: C.A. Gardner
R N Chase

RECEIVED
MAY 20 1970
OFFICE OF
STATE HIGHWAY ENGINEER

Noted
Oscar H. Norberg

NOTED
P. B. Arensmeier

NOTED
RICHARD UNREIN

NOTED
MAINOR C. HOLMES

NOTED
E. B. KAMP

NOTED
DON HARWELL

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Fed. O.S.H.D.
County - City Div.

RECEIVED
MAR 16 1970
ENGINEER
COUNTY & CITY DIVISION

Douglas Co.
FAS 241

A G R E E M E N T

Between

DOUGLAS COUNTY BOARD OF COMMISSIONERS

and

OREGON BRIDGE ENGINEERING COMPANY

for

Design and Field Construction Engineering

of the

OAK STREET BRIDGE
OVER THE SOUTH UMPQUA RIVER IN ROSEBURG, OREGON

TABLE OF CONTENTS

		Page
RECITALS		1
I.	THINGS TO BE DONE BY COUNTY.	1
II.	THINGS TO BE DONE BY CONSULTANT.	2
III.	GENERAL REQUIREMENTS	3
IV.	PAYMENT.	9

EXHIBIT A

- Certification of Consultant. . . . . 1 of 1

EXHIBIT B

- Requirement for Contract Drawings. . . . . 1 of 2

EXHIBIT C

- Preliminary Engineering Costs. . . . . 1 of 5
- Method of Arriving at Chargeable Rates . . . . . 2 of 5
- Synopsis of Engineering Design Costs Based on Consultant's Cost Accounting Procedure . . . . . 3 of 5
- Summary of Overhead Costs - 1969 . . . . . 4 of 5
- Summary - Preliminary Engineering Cost Estimate. . 5 of 5

EXHIBIT D

- Summary - Field Construction Costs . . . . . 1 of 1

A G R E E M E N T

THIS AGREEMENT, made and entered into by and between DOUGLAS COUNTY, by and through its Board of Commissioners, hereinafter called "County", and the firm of Oregon Bridge Engineering Company, Consulting Engineers, an Oregon corporation, acting by and through its company officers, hereinafter called "Consultant";

W I T N E S S E T H:

RECITALS:

1. For the purpose of performing the engineering design and field construction engineering for the Oak Street Bridge crossing the South Umpqua River in Roseburg, on FAS 241; and Consultant proposes to enter into this agreement for the orderly prosecution of the required work.

2. County has found it necessary and advisable to employ Consultant to perform certain work, described in detail herein.

3. County proposes to finance the design and construction of the Oak Street Bridge from Federal Aid Secondary Funds which funds include State and County matching funds as well as Federal funds; and pursuant to State and Federal statutes and regulations County has requested the Oregon State Highway Division to let and award the contract for the construction of said structure.

4. Attached hereto, and by this reference made a part hereof is a copy of Consultant's proposal setting forth the scope of the work to be performed.

NOW, THEREFORE, the premises being in general as stated in the foregoing RECITALS, it is agreed by and between the parties hereto as follows:

I. <u>THINGS TO BE DONE BY THE COUNTY</u>:

1. Furnish Consultant all data and assistance that is required to perform the work, as outlined in the Consultant's proposal.

2. Establish preliminary centerline and bench marks.

3. All field engineering, inspection, and quality controls on the grading portion of the work including earthwork, rocking, paving, right-of-way boundaries, and miscellaneous construction work not related to the structure.

4. Pay Consultant for the work performed in accordance th Section IV of this agreement.

I. THINGS TO BE DONE BY CONSULTANT:

1. Review all data furnished by County.

2. Perform a detailed engineering design and field onstruction supervision as outlined here below:

Preliminary Report Phase

A. Determination of the bridge limits from preliminary ground control established by Douglas County.

B. Selection of bridge type, basic roadway features, and span arrangements.

C. Supervision of test boring for foundation investigation.

1. layout of boring sites
2. selection of driller (with County approval)
3. supervision of test borings

D. Preparation of preliminary report, including estimate of costs by Oregon Bridge Engineering Company in combination with estimated grading costs by Douglas County.

Design Phase

A. Preliminary Design

1. Prepare preliminary design plans for the structure.
2. Rough draft of specifications
3. Revise project cost estimate

B. Review of Project

1. Review of plans and specifications with Douglas County, the Oregon State Highway Division, and affected parties.

C. Final Design

1. Prepare entire project plans incorporating Douglas County's design for grading, paving, and miscellaneous items as required for reproduction, after approval by State Highway Division.
2. Prepare final specifications required for reproduction, after approval by State Highway Division.

3. Prepare final project cost estimates.

All above work will be under the lump sum payment provision.

III. Field Engineering and Construction Supervision Phase

A. Structure

1. Furnish all lines and grades.

2. Check and approve all shop drawings and rebar details.

3. Provide construction supervision

a. Provide resident engineer and assistant
b. Supervise and inspect construction of precast elements as required
c. Furnish weekly construction reports
d. Prepare monthly estimates
e. Prepare change orders and price agreements as required, with the approval of the State Highway Division.

4. Conduct final inspection with Douglas County and the State Highway Division.
5. Prepare final reports and "as constructed" drawings.

All above work to be under the lump sum payment provision.

---

3. Consultant shall bill County for the cost of work performed in accordance with Section IV of this agreement.

III. GENERAL REQUIREMENTS:

1. Conferences - Visits to Site

a. Consultant shall confer with County from time to time at County's request during the progress of the work to be performed by consultant under the terms of this agreement.

2. All final design shall conform to current design standards of the American Association of State Highway Officials. The design shall provide for HS20-44 loading, as modified by Section 4 of the U. S. Bureau of Public Roads PPM 20-4. Final design shall have the approval of the State Highway Division.

3. Contract construction drawings shall comply with "Requirements for Contract Drawings" attached hereto, marked "Exhibit B" and by this reference made a part of this agreement.

4. Construction specifications shall be based on State of Oregon "Standard Specifications for Highway Construction", issue of 1970, as revised, and shall include such supplemental specifications and special provisions as are required for a complete construction specification.

5. All design, plans, specifications and other materials to be furnished by Consultant to County under this agreement shall be prepared in such form that they may be used in performance of the construction work of the project under either a single contract or separate contracts.

6. Consultant shall furnish to County weekly in duplicate a simple memo form of Consultant's choosing stating briefly the progress achieved during the past week and including an estimated percentage of the progress made on the total work involved in the major design items.

7. Time to Start and Completion of Work

a. Work shall commence as soon as practical following execution of this agreement. No formal notice to proceed will be issued.

b. Consultant shall vigorously pursue the required work to the end that completion shall be accomplished not later than six months (180 days) following execution of this agreement. The specified time shall be exclusive of periods of review or delays beyond Consultant's control.

8. Covenant Against Contingent Fees

Consultant warrants that it has not employed or retained any company or person, other than a bona fide employee working solely for Consultant, to solicit or secure this agreement, and that Consultant has not paid or agreed to pay any company or person, other than a bona fide employee working solely for Consultant, any fee, commission, percentage, brokerage fee, gifts or any other consideration, contingent upon or resulting from the award or making of this agreement. For breach or violation of this warranty, County shall have the right to annul this agreement without liability, or, in its discretion, to deduct from the contract price or consideration, or otherwise recover, the full amount of such fee, commission, percentage, brokerage fee, gift or contingent fee.

9. Ownership of Documents

All documents, including original drawings, estimates, specifications, field notes and data are and remain the property of the Consultant as instruments of service. The County may at its expense retain reproducible copies of drawings and copies of other documents, in consideration of which it is mutually agreed that the County will use them solely in connection with the project and not for the purpose of making subsequent extensions or enlargements thereto, save with the express consent of the Consultant. Reuse for extensions of the project or for new projects shall require permission of the Consultant and shall entitle him to further compensation at a rate to be agreed upon by County and Consultant. Documents concerning boring data and survey data, furnished at the expense of the County, will remain the property of the County.

10. Delays and Extensions

If delays occur, in the prosecution of Consultant's work under this agreement, which in the judgment of County are beyond the control of Consultant, the time for completion of the work as hereinbefore set forth may be extended by County in an amount not to exceed the amount of such unavoidable delay.

11. Termination

County may terminate this agreement if Consultant fails to comply with any provisions of the agreement; if the progress or quality of the work is unsatisfactory; or for any other cause which, in the judgment of County, makes such termination advisable. In the event of such termination, Consultant shall deliver to County all completed or partially completed satisfactory work and County shall pay Consultant for such satisfactory work. The amount paid shall be determined after taking into account not only the provisions for payment for completed work under Part IV of this agreement, but also Consultant's costs incurred for such satisfactory work, the value of such satisfactory work to County and any unpaid claims against Consultant of which County has notice in connection with Consultant's work under this agreement. County shall obtain State Highway Division concurrence for any such termination.

12. Disputes

Any dispute concerning a question of fact in connection with the work may be resolved by conference between the parties hereto, but the decision of County shall be final.

13. Responsibility for Claims and Liability

Consultant shall save and hold harmless Douglas County, its commissioners, officers and employees, the State of Oregon, the State Highway Commission, its members, officers, agents and employees, from all claims, suits or actions of whatsoever nature caused by or arising out of the activities of Consultant, its subcontractors, agents or employees, under this agreement.

14. Compliance with Laws

Consultant shall comply with all federal, state and local laws, ordinances and rules applicable to the work under this agreement. Furthermore, such provisions as are necessary to comply fully with the laws of the State of Oregon concerning public contracts and provisions to be included therein are hereby made a part of this agreement by this reference and Consultant shall comply with the obligations and other provisions of said laws the same as though such obligations and provisions were fully set out herein.

15. Assignment, Transfer or Subcontracting

Consultant shall not assign, transfer or subcontract this agreement, any part hereof or any part of the work covered by this agreement, without the prior written consent of County, and any such assignment, transfer or subcontracting without such prior written consent shall be grounds for immediate termination of this agreement by County. No consent of County shall be given in any case, however, to any subcontracting in excess of 50 percent of the work of Consultant under this agreement (excluding "specialized services" designated as such in this agreement), based on the amount of the total contract price attributable to such subcontracted work.

16. Endorsement

All reports, estimates and other engineering data submitted to County by Consultant shall show thereon the endorsement of Consultant.

17. Changes in Work

County reserves the right, without impairing this agreement, to order changes or alterations in the work to be performed hereunder by Consultant. If changes or alterations ordered affect the cost or progress of the work, adjustments shall be made in the time for performance of the work or compensation owing to Consultant, as the case may be, as mutually agreed upon between County and Consultant, and with the approval of the State Highway Division.

18. Successors and Assigns

The provisions of this agreement and all rights and obligations hereunder shall extend to and bind the approved successors, assigns, transferees and subcontractors of Consultant and any successor or assign of County.

19. Certificate

The executed certificate attached hereto and marked "Exhibit A" is by this reference made a part of this agreement.

20. Prohibition Against Hiring Certain Personnel

It is expressly understood and agreed that Consultant has at this time and will continue to have an adequate technical and administrative staff and force to perform the work covered by this agreement. As a part of the consideration to County for the award of this agreement to Consultant, Consultant agrees not to engage, on a full, part-time or other basis, during the period of this agreement, without prior written consent of County, any County personnel except regularly retired employees who have been in the employ of County until such employees have been severed from County employment for at least one full year.

21. Equal Opportunity

During the performance of this agreement, the Consultant, for itself, its assignees and successors in interest (hereinafter referred to as the "Consultant"), agrees as follows:

1. Compliance with Regulations: The Consultant will comply with the Regulations of the Department of Commerce relative to nondiscrimination in Federally-assisted programs of the Department of Commerce (Title 15, Code of Federal Regulations, Part 8, hereinafter referred to as the Regulations), which are herein incorporated by reference and made a part of this agreement.

2. Nondiscrimination: The Consultant, with regard to the work performed by it after award and prior to completion of the agreement work, will not discriminate on the ground of race, color, or national origin in the selection and retention of subcontractors, including procurements of materials and leases of equipment. The Consultant will not participate either directly or indirectly in the discrimination prohibited by Section 8.4 of the Regulations, including employment practices when the agreement covers a program set forth in Appendix A-II of the Regulations.

3. Solicitations for Subcontracts, Including Procurements of Materials and Equipment: In all solicitations either by competitive bidding or negotiation made by the Consultant for work to be performed under a subcontract, including procurements of materials or equipment, each potential subcontractor or supplier shall be notified by the Consultant of the Consultant's obligations under this agreement and the Regulations relative to nondiscrimination on the ground of race, color or national origin.

4. Information and Reports: The Consultant will provide all information and reports required by the Regulations, or orders and instructions issued pursuant thereto, and will permit access to its books, records, accounts, other sources of information, and its facilities as may be determined by the State Highway Department or the Bureau of Public Roads as appropriate, and shall set forth what efforts it has made to obtain the information.

5. Sanctions for Noncompliance: In the event of the Consultant's noncompliance with the nondiscrimination provisions of the agreement, the County shall impose such agreement sanctions as it or the State Highway Department or the Bureau of Public Roads may determine to be appropriate, including, but not limited to,

   a. Withholding of payments to the Consultant under the agreement until the Consultant complies, and/or

   b. cancellation, termination or suspension of the agreement, in whole or in part.

6. Incorporation of Provisions: The Consultant will include the provisions of paragraph 21, items 1 through 6 in every subcontract, including procurements of materials and leases of equipment, unless exempt by the Regulations, order, or instructions issued pursuant thereto. The Consultant will take such action with respect to any subcontract or procurement as the County, State Highway Department or the Bureau of Public Roads may direct as a means of enforcing such provisions including sanctions for noncompliance: Provided, however, that, in the event a Consultant becomes involved in, or is threatened with, litigation with a subcontractor or supplier as a result of such direction, the Consultant may request the County

to enter into such litigation to protect the interests of the County, and, in addition, the Consultant may request the United States to enter into such litigation to protect the interests of the United States.

22. Jurisdiction

This agreement shall be governed, as to validity, interpretation and performance, by the laws of the State of Oregon. Consultant, which is an Oregon corporation, hereby consents to the jurisdiction of the courts of the State of Oregon and to the commencement and maintenance in the State of Oregon by State or any third party of any suit, action or proceeding based on any claim arising out of or in connection with Consultant's work under this agreement.

IV. PAYMENT

1. Fees

a. Exhibit C to this agreement is an outline of work to be performed under the preliminary engineering phase of the contract showing total estimated manhours to be expended, average manhour costs, overhead costs, and total estimated costs in arriving at a lump sum fee of $26,000 for the preliminary engineering phase of the work.

b. Exhibit D to this agreement is an outline of the estimated work to be performed under the field construction phase of the contract showing total estimated manhours to be expended, average manhour costs, and total estimated costs in arriving at a lump sum fee of $25,000 for the construction engineering phase of the work.

c. It is further mutually understood and agreed that should there develop a substantial change in the scope, complexity, or character of the work to be performed, that the lump sum design payment, or the lump sum field construction payment, may be adjusted accordingly.

d. Payments for preliminary engineering and field construction engineering will be made monthly on an estimated percentage of the completed work.

e. No retained percentages will be withheld from the Consultant's bills.

IN WITNESS WHEREOF, the parties hereto have set their hands and affixed their seals as of the day and year hereinafter written.

This agreement was approved by the Douglas County Board of Commissioners on May 13, 1970.

CONSULTANT:

OREGON BRIDGE ENGINEERING CO.

W. A. Peluchon

Gen Manager

DOUGLAS COUNTY BOARD OF COMMISSIONERS:

Stanford Bruce

Elbert Lloyd

Ray E. Stein

Approved as to form

4/14/70

Approved

Asst. State Hwy. Engr.

EXHIBIT "A"

CERTIFICATION OF CONSULTANT

I hereby certify that I am the *GENERAL MANAGER* (title) and duly authorized representative of the firm of Oregon Bridge Engineering Company, whose address is *P. O. BOX 72, SPRINGFIELD, OREGON 97477,* and that neither I nor the above firm I here represent has:

a. employed or retained for a commission, percentage, brokerage, contingent fee, or other consideration, any firm or person (other than a bona fide employee working solely for me or the above Consultant) to solicit or secure this contract,

b. agreed, as an express or implied condition for obtaining this contract, to employ or retain the services of any firm or person in connection with carrying out the contract, or

c. paid, or agreed to pay, to any firm, organization or person (other than a bona fide employee working solely for me or the above Consultant) any fee, contribution, donation, or consideration of any kind for, or in connection with, procuring or carrying out the contract; except as here expressly stated (if any):

I acknowledge that this certificate is to be furnished to Douglas County.

5-13-70
DATE

W A Palmateer
SIGNATURE

CERTIFICATION OF DOUGLAS COUNTY

I hereby certify that I am the *County Engineer* (title) of Douglas County, and that the above consulting firm or his representative has not been required, directly or indirectly as an express or implied condition in connection with obtaining or carrying out this contract to;

a. employ or retain, or agree to employ or retain, any firm or person, or

b. pay, or agree to pay, to any firm, person, or organization, any fee, contribution, donation, or consideration of any kind; except as here expressly stated (if any):

May 13, 1970
DATE

George E Gault
SIGNATURE

EXHIBIT "B"

REQUIREMENT FOR CONTRACT DRAWINGS

Drawings for structures shall contain all the information necessary for the layout and construction of the structure and such additional information as may be necessary to a contractor. A general outline of what information is required and how it should be arranged is presented.

I. INFORMATION REQUIRED

A. General Information

1. Plan - A complete plan showing the dimensions of the structure, the horizontal alignment and bearings, the location of the bents, skew angles, the general length of structure and the type or types of construction.

2. Elevation - An overall elevation showing the general appearance, grade and type of structure to be built. The type of footings and the type and size of piling, if used, should be indicated.

3. Grades - A grade line diagram showing the vertical alignment of the structure. The location of the grade line relative to the horizontal alignment control should be clearly indicated. A diagram showing the method used to calculate superelevation runoff must also be included if this situation is encountered on the structure.

4. Location - Sufficient information should be given to enable the structure to be located on the ground by prospective bidders.

5. Drainage - Location of drains and disposition of drainage water should be indicated.

6. North Arrow - A north arrow should be shown to orient the plan view of the structure. A separate north arrow should be shown to orient the vicinity map even if the directions are the same.

7. Utilities - All utilities located within the limits of the construction of the structure should be shown. Water lines, sewer lines, gas lines, power lines, telephone and telegraph lines are commonly encountered and should be indicated both in their existing and proposed locations. Railroad tracks and existing

streets, highways and private roads should be shown. In all cases where the location of utilities is critical, they should be tied down by dimensions, and in all cases where utilities are to be moved, the responsibility for this work should be indicated.

8. Existing Structures - Existing bridges or other structures which will be in place during the construction of a structure should be shown and, if necessary, tied down by dimension. Existing structures to be moved or relocated should be so noted and the responsibility for this work should be indicated. Structures which are to be removed or used in the performance of the contract should be shown or described thoroughly.

9. Clearances - Horizontal and vertical clearances to railroad tracks, streets, private roads and highways should be shown.

10. Detours - Location and type of detour structures should be shown as well as any information necessary to determine the responsibility for the construction and removal of these detours.

11. Foundation Data - The location of the test holes and a log of borings of foundation material should be shown. Standard work description of materials shall be used.

12. Footing Plan - A plan view of the footings and pile caps showing the location, skew angles, etc., sufficient to locate the centers of the footings should be shown. Piling should not be shown.

13. General Notes - General notes describing the design loadings, materials and general procedures should be included for each structure.

EXHIBIT "C"

PRELIMINARY ENGINEERING COSTS

SALARY COST is defined as the cost of salaries (including sick leave, vacation, and holiday pay applicable thereto) of engineers, draftsmen, stenographers, surveymen, etc., for time directly chargeable to the project, plus unemployment, excise, and payroll taxes, and contributions for social security, employment compensation insurance, retirement benefits, and medical insurance benefits. These salary costs approximate 18.5 percent of base salary.

EXHIBIT "C"

OREGON BRIDGE ENGINEERING COMPANY

METHOD OF ARRIVING AT CHARGEABLE RATES

	General Manager	Supv. Dsn. Engr.	Proj. Engr.	Proj. Engr.	Jr. Dsn. Engr.	Drafts-man	Drafts-man	Drafts-man
HOURLY SALARY: (Based on monthly salary divided by 1[illegible] working hours pe[illegible] month)	8.67	7.51	6.36	5.20	4.91	2.75	4.00	4.35
PAYROLL TAXES - 7.6%	.66	.57	.48	.40	.37	.21	.30	.33
VACATIONS, HOLIDAYS SICK LEAVE - 6.0%	.52	.45	.38	.31	.29	.17	.24	.26
RETIREMENT PROVISION	.20	.20	.15	.15	.15	.15	.15	.15
HOSPITALIZATION INSURANCE	.20	.18	.18	.18	.18	.18	.11	.18
Actual Chargeable Rates	10.25	8.91	7.55	6.24	5.90	3.46	4.80	5.27
Rates Used	10.25	8.90	7.55	6.25	5.90	3.45	4.80	5.25

EXHIBIT "C"

SYNOPSIS OF ENGINEERING DESIGN COSTS
BASED ON CONSULTANT'S COST ACCOUNTING PROCEDURE

	Manhours
I. Preliminary Phase	
1-1 Vicinity map	60
1-2 Preliminary Design	110
1-3 Preliminary Grading Location	25
1-4 Foundation Investigation	90
1-5 Preliminary Report and Reviews	175
	460
II. Design Phase	
2-1 General Consulting	70
2-2 Design	600
2-3 Drafting	280
2-4 Specifications and Contract	35
2-5 Review Shop Drawings	100
2-6 Revisions and Changes	20
2-7 Review by Agencies	20
2-8 Outside Services	60
	1185
TOTAL MANHOURS	1645

Average manhour salary cost in 1969 on similar work = $6.50 per hour.

Average manhour salary cost in 1970 = 1969 x 1.07 = $6.95 per hour.

OREGON BRIDGE ENGINEERING COMPANY

EXHIBIT "C"

SUMMARY OF OVERHEAD COSTS - 1969

Expressed as a percentage of
Direct Project Salary Costs

	ITEM	PERCENTAGE
1.	Management and Administration	24.46
2.	Vacation, Sick Leave and Holidays	10.73
3.	Stenographic and bookkeeping	10.25
4.	Rent	6.42
5.	Automobile Expenses	2.80
6.	Travel and Public Relations	5.18
7.	Engineering Supplies and Expense	2.59
8.	Office Supplies and Expense	8.36
9.	Telephone and Telegraph	2.19
10.	Insurance - Liability, Hazard	2.72
11.	Payroll Taxes	2.05
12.	Business Tax and Licenses	0.41
13.	Technical Publications	0.08
14.	Dues (Professional and Civic)	0.67
15.	Professional Services (Accounting)	0.56
16.	Depreciation Office Furniture and Equipment	1.78
17.	Charitable Contributions	0.41
18.	Employee Education	0.72
	TOTAL	82.38%

EXHIBIT "C"

SUMMARY - PRELIMINARY ENGINEERING COST ESTIMATE

Architectural Design	80 manhours @ $6.75	= $ 540.	
Structural Design	1645 manhours @ $7.00±	= 11,510.	
		$12,050.	$12,050.
Overhead Allowance			9,650
Travel & Subsistence	$400.		
Communications	50.		
Reproduction & Supplies	250.		
Computer Expense	200.		
	$900.		900.
		Sub-total	$22,600.
		Profit	3,400.
		TOTAL	$26,000.

EXHIBIT "D"

SUMMARY - FIELD CONSTRUCTION COSTS

Average "Salary Cost" @ $7.00±

4-1	On-site engineering	1440 Hours	
4-2	Off-site Inspection	50	
4-3	Reports (weekly, monthly)	50	
4-4	Final reports & drawings	25	
4-5	Final quantity calculations	15	
		1580 Hrs @ $7.00± =	$11,000
	Field Overhead Allowance		8,800
	Travel and Subsistence		1,940
	Sub-total Costs		$21,740
	Profit (15%±)		3,260
	TOTAL		$25,000

RECEIVED
MAY 29 1970
ENGINEER
COUNTY & CITY DIVISION

May 13, 1970
(date)

NOTED
H. S. COX

City of Roseburg
City Hall
Roseburg, Oregon 97470

In order to comply with requirements of the Bureau of Public Roads covering protection of public resources such as recreational areas, historical sites, wild life refuges, or any other facility in which the public has a specific interest, it is required that local public authorities should be consulted regarding the impact on these resources of a planned highway improvement.

Would you please fill out the form below regarding these resources and return it to the Oregon State Highway Department, County and City Division, State Highway Building, Salem, Oregon (97310). Retain the second copy for your records.

Highway FAS 241

Section South Umpqua River (Oak Street) Bridge Structure

Do you know of any public organization or quasi-official organizations that might be opposed to this project on the grounds of interference with recreational, historical, or public resources? Yes ☐ No ☒

If answer is yes, please list organizations:

5/21/70
(date)

By A K Martin
City Manager
~~Chairman~~

By _____
~~Commissioner~~

By _____
~~Commissioner~~

cc: L. H. Young
Attn: Duane Ridings

NOTED
R. H. PRANGE

NOTED
RICHARD UNREIN

Noted
Oscar H. Norberg

NOTED
MANOR C. HOLMES

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

MAY 18 1970

Memorandum

SU-481(3)

1453

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : K. E. Simpson, Division Engineer
Salem, Oregon

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

DATE: May 13, 1970

In reply refer to: 08-35-EC

Clarence Edwards

SUBJECT: Oregon Project SU-481(3)
South Umpqua River (Oak Street) Bridge
County's Consultant Agreement

The information furnished in Mr. Edwards' May 1 letter indicates satisfactory consideration of the points mentioned in our April 22 approval memorandum for the subject agreement.

As stated previously, please furnish three conformed copies of the executed agreement for our formal approval when they are available.

Copy - Merchant
COL
5-14-70

ROUTED
JOHN EDWARDS

ROUTED
R. L. PORTER

RECEIVED
MAY 14 1970
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

NOTED
H. S. COX

May 12, 1970
(date)

Douglas County Board of Commissioners
Courthouse
Roseburg, Oregon 97470

In order to comply with requirements of the Bureau of Public Roads covering protection of public resources such as recreational areas, historical sites, wild life refuges, or any other facility in which the public has a specific interest, it is required that local public authorities should be consulted regarding the impact on these resources of a planned highway improvement.

Would you please fill out the form below regarding these resources and return it to the Oregon State Highway Department, County and City Division, State Highway Building, Salem, Oregon (97310). Retain the second copy for your records.

Highway FAS 241

Section South Umpqua River (Oak Street) Bridge Structure

Do you know of any public organization or quasi-official organizations that might be opposed to this project on the grounds of interference with recreational, historical, or public resources? Yes ☐ No ☐

If answer is yes, please list organizations:

RECEIVED
MAY 18 1970
ENGINEER
COUNTY & CITY DIVISION

May 15, 1970
(date)

By Stanford Bunn
Chairman

By
Commissioner

By Ray E. Boice
Commissioner

NOTED
HAROLD
REYNOLDSON

NOTED
R. H. PRANGE

NOTED
MAINOR C. HOLMES

NOTED
P. B. Arensmeier

Noted
Oscar H. Norberg

cc: L. H. Young
Attn: Duane Ridings

RECEIVED
MAY 7 - 1970

SU-481(4)
7453

May 1, 1970

9420

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
Box 300
Salem, Oregon 97308

Re: County Consultant Agreement
South Umpqua River (Oak Street) Bridge
Oregon Project SU-481(3)
Your File: 08-35-EC

Dear Sir:

Reference is made to your letter of April 22. The procedure for sampling and testing materials entering into the structure is outlined briefly as follows:

The Consultant will cast and break all concrete samples with the cost of this work included in their offer for field engineering to the County. For materials originating off the project (such as reinforcing steel, railing and all materials requiring sampling and testing) the County will use the resources of the Highway Division's Materials Laboratory with the County paying the State directly for these services.

This procedure was followed recently on a County-financed project which was engineered by the Consultant and operated satisfactorily. On the award of the contract, the County is prepared to address a letter to the Highway Division requesting these services and the Division will furnish the services as it has done in the past. This procedure will be an item of the usual State-County Secondary Road agreement.

The project contemplates a three-span (200'-260'-200') structure of segmental precast construction, with end abutments on each shore of the river and two water piers, and construction extending over a possible 12-month

period. Considering the type construction proposed, we believe the judicious use of the manpower proposed (some 190 man days) will provide a satisfactory level of engineering and inspection. The Consultant advises that their estimate for the manning level on this project was based on a similar project for the County and proved adequate; and, further, that if their personnel are not needed on the project on a particular day they are assigned to other work and not charged against the project. The project will be inspected regularly by Highway Division personnel and if any inspection deficiencies are found, corrective action will be demanded of both the County and the Consultant.

The item "ownership of documents", will be in accord with PPM 40-6 in any agreements in the future.

The capabilities of the lead members of the consulting firm and many of the employees are well known to the Highway Division. The integrity of the firm is above reproach. The Division's requirements for design and field supervision in all its phases are known to the Consultant. We feel that the firm will do a creditable job under the agreement.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
Ivan Merchant

CAG:smd ja

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

DATE: April 22, 1970

In reply refer to: 08-35-EC

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project SU-481(3)
South Umpqua River (Oak Street) Bridge
County Consultant Agreement

The proposed agreement between Douglas County and the Oregon Bridge Engineering Company as transmitted with Mr. Edwards' April 14 letter has been reviewed and is approved as to form subject to the following considerations:

There is a need for better understanding as to who is responsible for the sampling and testing of the various elements of the structural work as required on Federal-aid projects Item 3 under "Things to be done by the County" covers this for the grading portion of the work but there are no corresponding statements for the structural portion.

There is also room for doubt as to the adequacy of the field construction inspection to be furnished by the consultant. Although he is to provide construction supervision and is to furnish a resident engineer and assistant, the number of hours indicated in Exhibit "D" for onsite engineering does not appear great enough to provide all this if the project were to extend over a normal construction period. Also, there are no provisions that would require the presence of an inspector at the site during any critical phase of the work. While, of course, this may be implied under the general heading "Construction Supervision" the lack of anything specific might prove embarrassing later should claims develop during construction. It is suggested that your bridge people compare what is proposed under this agreement with their experience in this work.

Finally the ownership of documents as described under Item 9 of the agreement is contrary to Section 4c of Attachment No. 1 of PPM 40-6. The Bureau of Public Roads has always felt strongly in this regard, and on future agreements a more concerted attempt should be made to insure compliance.

Please furnish three conformed copies of the executed agreement for our formal approval when they are available.

Merchyat-
RD

RECEIVED
APR 24 1970
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GEORGE E. GRUBB
COUNTY ENGINEER

672-3311
Ext. 25

NOTED
H. S. COX

DOUGLAS COUNTY ROAD DEPARTMENT
Room 219, Court House
ROSEBURG, OREGON
97470

RECEIVED
MAY 1 - 1970
ENGINEER
COUNTY & CITY DIVISION

April 28, 1970

Mr. H. S. Cox
County & City Relation Engineer
Highway Building
Salem, ORegon 97310

Dear Sir:

On April 14, 1970 at 7:30 P.M., a corridor-design hearing was held in Room 216 Courthouse, Roseburg, ORegon for the Oak Street Bridge Section of Oak Street In the City of Roseburg. A transcript of that hearing is enclosed, together with newspaper releases, advertisements, etc, concerning the hearing.

In addition to this formal public hearing, previous hearings and meetings were held as follows:

1. February 3, 1969 at 7:30 P.M., an informal hearing was held with the Roseburg City Planning Commission in the Roseburg City Council Chambers regarding proposals for the Oak Street Bridge.

2. February 10, 1969 at 7:30 P.M., an informal hearing was held with the Roseburg City Council regarding proposals for the Oak Street Bridge.

3. During March 1969, a meeting was held with the Board of School District to determine their reaction to the Oak Street Bridge proposals. (There is no record of the exact date.)

4. Two other meetings were held with representatives of the Oregon State Highway Department, City of Roseburg, School District #4 and Douglas County on a very informal basis to further discuss traffic patterns on Harvard Avenue. A part of each discussion involved the Oak Street Bridge and its relation to traffic flow.

NOTED
R. H. PRANGE

NOTED
DON HARWELL

Douglas County has thoroughly examined and studied the transcript of the hearing and has considered the social, economic and environmental effects of the location and design of the project. Further, the County finds that the project as planned, is compatible to both the County's and City's planned arterial system. Reference is made in particular to the Roseburg-Winston Area Transportation Study now nearing completion.

Since Douglas County has given due consideration to all phases of the project, it is now requested that the State Highway Department give location and design approval for the project.

Dated this 29th day of April, 1970.

DOUGLAS COUNTY BOARD OF COMMISSIONERS
OF DOUGLAS COUNTY, OREGON

Stanford Bruce
Chairman

Al Flegel
Commissioner

Kay E Doerner
Commissioner

Bridge Proposal Discussed

Only one voice was heard Tuesday night during a formal corridor-design public hearing concerning proposed construction of a new Oak Street bridge over the South Umpqua River.

Jack Davis, of 335 SE Terrace, speaking as an "interested citizen," told Douglas County Commissioner Al Flegel and other hearing board members that he felt a few minor changes in design would cure what could potentially become an acute traffic problem.

Davis told the board engineers were not being advanced in their thinking and were possibly too cost-conscious. He suggested more thought should go into the matter with regard to locating a bridge in the same position as the old steel structure.

Proposed plans call for construction of a reinforced concrete bridge approximately 680 feet long and 32 feet wide to replace a steel bridge which is rapidly becoming obsolete. Tuesday's hearing, conducted before Flegel, County Engineer George Grubb and Oregon State Highway Dept. District Engineer John Quiner, is the first step toward clearing the way for actual construction.

Persons not attending Tuesday's 12-minute hearing will have 10 days to file written statements with the county. At the expiration of this period, final plans will be drafted, land acquired and actual construction begun.

NOTED
H. S. COX

Mr. George Grubb, Engineer
Courthouse
Roseburg, Oregon 97470

April 22, 1970

Re: S. Umpqua River (Oak Street) Bridge
FAS 241
Douglas County

Dear Mr. Grubb: Consultant agree

In the letter I sent you April 20, 1970, I stated that you could begin making charges on this project. I find now that this approval by the B.P.R. is tentative and will depend upon completion of the agreement. So, please do not charge against this project until it is straightened out. We hope this can be done this week or early next week.

Please hold up and make no charges until all these problems and formalities are satisfied.

Very truly yours,

H. S. Cox
County and City Engineer

By: Harold Reynoldson
Planning Engineer

HR:ljt

cc: Oregon Bridge Engineering Company
P. O. Box 72
Springfield, Oregon 97477

NOTED
HAROLD
REYNOLDSON

NOTED
R. H. PRANGE

NOTED
P. B. Arensmeier

NOTED
MAINOR C. HOLMES

NOTED
RICHARD UNREIN

NOTED
DON HARWELL

April 20, 1970

Mr. George Grubb
Douglas County Engineer
Courthouse
Roseburg, Oregon 97470

Re: S. Umpqua River (Oak Street) Bridge
FAS 241
Douglas County

Dear George,

A copy of the Bureau of Public Roads' form PR-48, authorizing preliminary engineering, is attached.

This authorizes the County to make charges for the preliminary engineering in this project starting April 17, 1970.

It is understood that the County will make all preliminary engineering payments to the consultant and then submit these billings to the Highway Division for reimbursement.

Very truly yours,

H. S. Cox
County and City Engineer

By: Harold Reynoldson
Planning Engineer
County and City Department

HR:ljt
Attachment

cc: Oregon Bridge Engineering Co.
P. O. Box 72
Springfield, Oregon 97477

NOTED
MAINOR C. HOLMES

NOTED
P. B. Arensmeier

NOTED
R. H. PRANGE

NOTED
RICHARD UNREIN
Noted
Oscar H. Norberg

NOTED
DON HARWELL

TRANSACTION NUMBERS 4-52 AND 4-53

FORM PR-48 (REV. 7-67)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 4-17-70

BY (Signature): MR. YOUNG'S APRIL 2, 1970 LETTER

TITLE: PROGRAM & PLANNING ENGINEER

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☒ FAS ☐ OTHERS

STAGE 1* ITEM NOS. _____ THRU _____

STAGE 2 ITEM NOS. 1027 THRU 1028

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS
1027	SU 481(3)	0.14	26,000	16,500
1028	SU 15-104(1)	0.53	10,000	6,300

OTHER IDENTIFICATION AND/OR REMARKS (State)

LOCATION	WORK
SOUTH UMPQUA RIVER (OAK ST.) BRIDGE	PRELIMINARY ENGINEERING
ROGUE VALLEY HIGHWAY TO MERRIMAN ROAD SECT.	PRELIMINARY ENGINEERING

RECEIVED
APR 20 1970
ENGINEER
COUNTY & CITY DIVISION

NOTED
H. S. COX

REMARKS (Division)

YOU ARE AUTHORIZED, EFFECTIVE TODAY, TO PROCEED WITH ALL PHASES OF PRELIMINARY ENGINEERING INCLUDING PS&E PREPARATION IN ACCORDANCE WITH THE PROVISIONS OF YOUR APPROVED SECONDARY ROAD PLAN EXCEPT THAT ANY WORK PERFORMED BY CONSULTANTS MUST BE SUBSEQUENT TO FORMAL BUREAU OF PUBLIC ROADS APPROVAL OF A CONSULTANT AGREEMENT IN ACCORDANCE WITH THE PROVISIONS OF PPM 40-6.

Original signed by
Glen L. Green
Engineering Coordinator

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		4-17-70	R. F. SIMPSON, DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

NOTED
HARWELL

MONTHLY TRANSACTION NO. 4-52

DATE SUBMITTED TO S. O. 17 APR 1970

FORM PR-1 (REV. 4-61) March 31, 1970

FEDERAL-AID P (PPM

CARD 2 — REPORT NUMBER (19)–(20): 1 — PROJECT LOCATION (45 typewriter spaces) 21–65: Co. Rd. Roseburg (S. Umpqua R. Bridge East Bd.) — ADT — PRESENT: 9,200 — FUTURE (66)–(70): 13,500 — YE (71): 9

CARD 3 — CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28–62: Preliminary Engineering — NATL. FOREST (63)–(65) — FH ROUTE NO. (66)–(69) — SUPV AGCY (69) — DA CLASSIF. (70) — DA AREA (71) — EMERG. YR. (72)–(73): B-3 — PL. AU (74)

CARD 4 — CLASS OF FEDERAL FUNDS: Secondary — COUNTY NAME: D — NAME OF URBAN AREA 17-31: Roseburg — ROUTE NO.: S — FEDERAL-A: 24

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES (54)–(58)	ESTIMATED PROJECT TOTAL ESTIMATED COST (59)–(66)	ESTIMATED PROJECT FEDERAL FUNDS (67)
1	(1415)	(18)	41	42	43–46	53				
5	10			1	PE	3	Co. Rd. Roseburg, S. Umpqua River (Oak Ave.) Bridge East Bound	0 14	26,000	16,500
5					ROW					
5					CONST (CODE)				(750,000)	
								0.14	26,000	16,500

PROJECT TOTALS (16) (23) (24)

CARD 1 — CODE 1 — PREPARED BY

CARD 1 — CODE 14 — PROGRAM APPROVAL DATES

REC
APR
EN
COUNTY &

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

arch 31, 1970

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
dge (68)	ADT	9,200 (66)	13,500 (70)	90 (71) (72)	08	Oregon	35 (2) (3)	022 (4) (9)	1027 (14) (19)

SUFV AGCY (68) (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) (14 23)	NUMBER (7 13)	SEQ. NO.	I. Projects Only POST MI. (24) (26)	DESIG. 27
			B-3		SU -	481 (3)			

COUNTY NAME: Douglas — CODE: 019 (14) (16)

PROGRAM STAGE: [ ] 1 OR [X] 2

ROUTE NO. S — FEDERAL-AID: 241 (32) — STATE: Co. Rd. (36) (37) — U.S. (41)

MILES (54) (58)	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST (59) (66)	FEDERAL FUNDS (67) (76)	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
0 14	26,000	16,500	4,750	4,750 (Co.)	P. E. all phases including P. S. & E. preparation. (Future Eastbound RCDG Bridge, length 715 feet, HC 32' with 5' sidewalk one side.)
					ROW - 60' min; Access Control - None; Parking restriction - complete.
	(750,000)				
0.14	26,000	16,500	4,750	4,750 (Co.)	

(16) (23) (24) (33)

RECEIVED
APR 20 1970
ENGINEER
COUNTY & CITY DIVISION

REMARKS: The ADT is for East bound traffic. This P. E. work is to be done by Consultant "Oregon Bridge Engineering Company" under agreement with Douglas County as provided in PPM 40-6.

non Fe

USCOMM DUSCOMM-DC 48905

S. UMPQUA RIVER (OAK AVE. ROSEBURG) BRIDGE
SU-481 (3)

Existing Facilities: Existing structure has 10 spans and is 908 feet long, RCDG and RCBG with a 15-foot 1-inch roadway. This structure to be removed.

Adjacent Sections: 40-foot one way AC curb section to be constructed by County.

West End: 34 foot one way AC curb section to be constructed by County.

Project Data: Perform the preliminary engineering for construction of a reinforced concrete bridge which is to be approximately 715 feet long and will have a 32 foot clear roadway, with a 5-foot sidewalk on the up-stream side. County will construct the connections and approaches.

Right-of-Way: 60 foot minimum

Access Control: None

RR Xing: None

Unusual or Complicated Situations: This structure is to carry the east bound traffic as part of a one way couplet providing 2 - 12' lanes with 4' curb shy distance. The usable horizontal clearance of 32' is only 8' less than the recommended minimum width of 40' using tables 6 and 7, pages 11 and 12 of the "Geometric Design Standards for Highways Other than Freeway - 1969", however, on page 15 under the heading of "Urban Highways" the preferred minimum required width is 2-12 lanes with 2' curb shy distance (total of 28') where parking is prohibited (no lanes provided for parking). The structure will carry slow speed urban traffic and will provide adequate clearance for traffic with parking prohibited. The 32' width will allow emergency vehicles to penetrate thru the two lanes of traffic if occassion arrises and will also allow sufficient space under the slow speed traffic for both lanes to pass a disabled vehicle.

The Highway Division and the County ... are of the opinion that the 32' horizont... adequate and further that the expendit... funds to provide the additional width (8... this length (715 feet) is not justifiable ... speed traffic conditions.

It is requested that concurrently with ... approval be given to use a 32 foot hori... design criteria both for the public hea... if requested and final plans.

System Action: None required

Public Hearing: Offering required and...

Clearinghouse Approval: March 11, 1...

Route Data: This route is a normally ... city street in addition to a junction wit...

AK AVE. ROSEBURG) BRIDGE
-481 (3)

Existing structure has 10 spans and is 908 et long, RCDG and RCBG with a 15-foot -inch roadway. This structure to be re- noved.

0-foot one way AC curb section to be onstructed by County.

4 foot one way AC curb section to be onstructed by County.

rform the preliminary engineering for construction of a reinforced concrete bridge hich is to be approximately 715 feet long and will have a 32 foot clear roadway, with a 5-foot sidewalk on the up-stream side. County will construct the connections and approaches.

60 foot minimum

None
None

ted Situations: This structure is to carry c as part of a one way couplet providing curb shy distance. The usable horizontal nly 8' less than the recommended minimum bles 6 and 7, pages 11 and 12 of the "Geometric r Highways Other than Freeway - 1969", however, heading of "Urban Highways" the preferred idth is 2-12 lanes with 2' curb shy distance (total g is prohibited (no lanes provided for parking). carry slow speed urban traffic and will provide for traffic with parking prohibited. The 32' width cy vehicles to penetrate thru the two lanes of traffic s and will also allow sufficient space under the or both lanes to pass a disabled vehicle.

The Highway Division and the County, based on the above, are of the opinion that the 32' horizontal clearance is adequate and further that the expenditure of additional funds to provide the additional width (8 feet) on a bridge of this length (715 feet) is not justifiable for such urban slow speed traffic conditions.

It is requested that concurrently with program approval, approval be given to use a 32 foot horizontal clearance as design criteria both for the public hearing offering, hearing if requested and final plans.

System Action: None required

Public Hearing: Offering required and to be held if requested.

Clearinghouse Approval: March 11, 1970

Route Data: This route is a normally heavily traveled city street in addition to a junction with I-5.

FORM E-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

NOTED
H. S. COX

Roseburg, Oregon
April 17, 1970

To: Mr. H. S. Cox
County and City Engineer
S A L E M

SUBJECT: Public Hearing
Oak St. Bridge over the Umpqua River
Roseburg

On April 14, 1970 I represented the State Highway Division at a public hearing held by Douglas County regarding the new Oak Street Bridge over the Umpqua River. The attached statement describing the project was written by me and read at the public hearing. I am also enclosing a copy of the hearing map used at the hearing.

Besides the statements given by George Grubb, County Engineer, the only other person speaking at the hearing was Jack Davis, ex Mayor, City of Roseburg. His comments were generally in favor of the project, however, it had been his hope that a different alignment would be used. He feels that the proposed alignment will cause traffic congestion at Madrone Street and he further stated that he felt the design was based completely on economics and not on the best ultimate location. There will probably be additional written statements submitted by the city and other private persons that were not given at the hearing.

John Quiner II

JOHN QUINER II
Assistant Division Engineer

JQII/cw
Enc.
cc D. J. Barbee

RECEIVED
APR 20 1970
ENGINEER
COUNTY & CITY DIVISION

NOTED
R. H. PRANGE

NOTED
HARWELL

OAK STREET BRIDGE OVER THE UMPQUA RIVER

The westerly end of the proposed project is 70' easterly of the west end of the present Oak Street Bridge near Madrone Street. The easterly end of the proposed project is 20' easterly of the east end of the present Oak Street Bridge near Flint Street.

The need for improving this bridge is evident when comparing future traffic projections with the capacity of the existing facility. The 1969 Average Daily Traffic was 9,000 vehicles of which 2.5% were trucks. This low volume of truck traffic is the result of a load limit on the existing bridge. The estimated 1990 Average Daily Traffic is 13,500 vehicles. The estimated capacity of the existing bridge is 9,800 vehicles daily.

Within the right of way required for the proposed project, there are no families or businesses being displaced.

The new bridge will be two 12' lanes with 4' shy distance on either side, for a total roadway width of 32' between curbs. There will be a 5' sidewalk on the upstream side of the bridge. This sidewalk area will be protected by a concrete safety rail. The proposed alignment will be parallel to and 45' downstream from the existing Oak Street Bridge. The grade elevation of the new bridge will be 5' higher than the existing bridge. The overall length of the bridge is 0.13 mile. The new approach to the west end of the proposed bridge will be constructed by the county and connected to the proposed improvement to Harvard Avenue.

During construction, traffic will continue to use the existing Oak Street Bridge. After the new bridge is opened to traffic, the old bridge will be removed.

RECEIVED
MAY 1 - 1970
ENGINEER
COUNTY & CITY DIVISION

CORRIDOR AND DESIGN PUBLIC HEARING

7:30 p.m., April 14, 1970
Courthouse
Roseburg, ORegon

Re: Oak Street Bridge Section of Oak Street
In the City of Roseburg, Douglas County

Mr. George Grubb: Ladies and gentlemen, the time is 7:30 p.m., Tuesday, April 14, 1970, which time has been set for the public hearing on Oak Street Bridge Section of Oak Street, a city street in the City of Roseburg, in Douglas County.

In January, 1969, the Federal Highway Administration put into effect a revised Policy and Procedure Memorandum governing public hearings. This memorandum sets forth the rules under which we are conducting today's corridor-design hearing relating to this proposed Federal-aid Highway Project. We are here to afford you the opportunity to express your opinions regarding the proposal.

Further, under the new Policy and Procedure Memorandum, you may make both oral and written statements, and in addition anyone, regardless of whether he has or has not made a statement today, will have an additional ten days to submit written comments which will be made a part of the record of this hearing. Such written comments should be mailed to Room 219, County Courthouse, Roseburg, ORegon.

This hearing, including all statements and comments, will be transcribed verbatim and sent to the State Highway Department for review. All testimony given at today's hearing will be evaluated to determine the socio-economic impact and the feasibility of the proposal.

We will follow a schedule in the conduct of this hearing; first, an engineering description of the proposal will be presented; next, a brief explanation of right of way procedures will be given; then, everyone wishing to make a statement will be given the opportunity to do so.

So that you may know those of us at the front of the room, I will introduce the following people:

To my immediate right and to your left is John Quiner, Assistant Division Engineer of the Oregon State Highway Department here in Roseburg. To John's right and to your left is Al Flegel, Douglas County Commissioner. I am George Grubb, Douglas County Engineer.

The proposal will now be described by Mr. John Quiner from the Oregon State Highway Department.

MR. JOHN QUINER: The westerly end of the proposed project is 70' easterly of the west end of the present Oak Street Bridge near Madrone Street. The easterly end of the proposed project is 20' easterly of the east end of the present Oak Street Bridge near Flint Street.

The need for improving this bridge is evident when comparing future traffic projections with the capacity of the existing facility. The 1969 Average Daily Traffic was 9,000 vehicles of which 2.5% were trucks. This low volume of truck traffic is the result of a load limit on the existing bridge. The estimated 1990 Average Daily Traffic is 13,500 vehicles. The estimated capacity of the existing bridge is 9,800 vehicles daily.

Within the right of way required for the proposed project, there are no families or businesses being displaced.

The new bridge will be two 12' lanes with 4' shy distance on either side, for a total roadway width of 32' between curbs. There will be a 5' sidewalk on the upstream side of the bridge. This sidewalk area will be protected by a concrete safety rail. The proposed alignment will be parallel to and 45' downstream from the existing Oak Street Bridge. The grade elevation of the new bridge will be 5' higher than the existing bridge. The overall length of the bridge is 0.13 mile. The new approach to the west end of the proposed bridge will be constructed by the county and connected to the proposed improvement to Harvard Avenue.

During construction, traffic will continue to use the existing Oak Street Bridge. After the new bridge is opened to traffic, the old bridge will be removed.

MR. GRUBB Thank you Mr. Quiner. Any property which is required for the construction of a project, such as the one being discussed today, will be appraised on the basis of "Market Value". Market Value is defined as the price a willing buyer would pay for property offered by a willing seller with neither party having any obligation to either buy or sell. To pay more than the Market Value of property would be unfair to the taxpayers who provide the monies for road improvements. To pay less than Market Value would be unfair to the property owner.

In accordance with the Federal-Aid Highway Act of 1968, the following assurances must be given:

1. That every reasonable effort will be made to acquire real property by negotiation.
2. That no person shall be required to move from his home, farm or business location without at least 90 days' written notice.
3. That an amount will be established which is believed to be just compensation and a prompt offer will be made to acquire property for the full amount so established.

The 1968 Federal-Aid Highway Act also liberalized the benefits available to persons who are displaced from their homes, farms, or business locations. We are obligated, therefore, to provide relocation assistance to anyone who is displaced and required to move from his home, farm, or business location by Federal-aid Highway programs. The Highway Department has published a brochure explaining the relocation assistance program. Copies of the brochure are available at this meeting.

At this time statements will be taken for or against the proposal, and I want to again assure you that the entire proceedings of today's hearing are being recorded and will be reviewed and evaluated. Once again I would like to remind you that we will accept additional written comments for ten days after the close of the hearing. We ask you to confine your remarks to the relative merits of the proposal. Problems of personal concern may be discussed and perhaps resolved after the close of the hearing.

RON DEFFERDING, 315 W. Harvard No statement at this time. Thank you.

Mr. Davis, you did not check the yes or no box on the card, do you care to make a statement? No statement at this time. Thank you.

MR. JOHN MILLER 853 WEst Fairhaven No statement at this time. Thank you.

Has everyone had a chance to give his or her comments on the proposal? Is anyone present who might have said "no" on a card but would like to change his mind and make remarks at this time? For the last time, is there anyone present who wishes to make a statemene? There being no further testimony - - yes, Jack. This is Mr. Jack Davis, 335 SE Terrace

MR. DAVIS Since you have given my name and my address,- Mr. George Grubb, County Engineer and John, Assistant here in the Highway Commission and Al Flegel, Commissioner. No. 1, I would certainly say that I am only interested in the welfare of Roseburg and this bridge is, of course, I think being built for the welfare of Roseburg (1) for traffic safety, the safety of people, the movement of traffic and to replace an obsolete bridge has been deemed unsafe. I, for one, would like to say that I have nothing but confidence in the Douglas County Commissioners and Douglas County Engineer and the State Highway

Commission. This is not designed the way I had hoped it would be, but I would not condemn it because I am not an engineer. But having been to Salem and looked at an aerial photo a few years ago, 2 or 3 years ago, I had hoped that this bridge, even though it would extend a little further and cost a little bit more money, perhaps, and would have a more definite line going into Harvard Avenue and not being replaced almost adjacent to the present Oak Street Bridge. As George, County Engineer stated in his opening remarks, it is some 20 feet on the further east, I guess you stated, off the Oak Street ramp, coming in on Oak Street, towards the city limits. We are funneling it back in almost exactly where it is going to create some real problems. I have studied it very thoughly and I know some of the problems. It creates a problem from Madrone, the prople living over in that area in Laurelwood, known as Laurelwood, there is a lot of problems involved and cost has certainly been, I am sure, considered in this. But in looking at this, I can't help but think that we are not being advanced in a lot of ways in our thinking when we put it right back where it was. Now, again, I will be the first to admit if I am wrong. Now, either the original design when this bridge was built, and by the engineers, whoever built it, either their thinking was absolutely tremenduous considering the length of time this bridge has been standing, or else we are only thinking about costs involved, because there is very little change in the absolute positioning of the bridge as it now stands. I know I am not going to change it. I tried, and I was not successful. I am not bitter. Again I want to say I am only thinking for what is better for the City of Roseburg, and the residents of Roseburg, and for traffic safety and for the people involved. I am not condemning anybody on this but I just can't understand why that for, I know again I think it is probably due to the cost involvement concerned, and again, I want to say that we are very fortunate that Douglas County has enough money and are willing to build this bridge for us and again I want to commend them very much for this, but in looking at it, I still can't see that but what we are looking at, we are going to have congestion as the bridge is proposed its proposed site, again I say this and I always say this, and not as an engineer, only as a citizen of Roseburg. I know what a tremendous hazard it is on the approach coming in to Oak Street because I lived for a couple of years in the apartment house there and I know how many accidents are involved coming off of this approach. I know what a problem it is to have tow bridges funneled right in together again as they presently are and I only want to make these comments, not as an engineer, but as an interested citizen and again I want to certainly commend the County Commissioners and the Engineers and State Highway Commission for assisting us in this project which is so needed so very badly but I still wonder if this is the right way to go. Thank you very much.

Mr. Grubb Thank you Mr. Davis. For the last time, is there anyone present who wishes to make a statement. There being no further testimony, I thank all of you for being present today, and and now declare this hearing officially closed at 7:42 p.m.

Roster of people present:

Ron Defferding, 315 West Harvard, Roseburg, ORegon 97470
Travelodge - Represent Self

Steve M. Fowler, 117 West Bodie Street, Roseburg, ORegon 97470
Steve 'N Son Auto Sales - Represent Self

C. G. Whelchel, 2152 West Foothill Drive, Roseburg, Oregon 97470
Represent Self

Gary Whelchel, 602 S. E. Parrott Street, Roseburg, Oregon 97470
Represent Self

K. J. Kirk, 324 West Casey, Roseburg, ORegon 97470
Represent Self

Harry O. Lindsey, 724 West Corey Street, Roseburg, Oregon 97470
Self and mother with power of attorney for her - Represent Self

T. Claude Baker, 618 NE Denver Street, Roseburg, Oregon 97470
Represent Self

G. D. Myllenbeck, 3211 NE Follett Street, Roseburg, Oregon 97470
Represent Self

John Miller, 853 W Fairhaven, Roseburg, Oregon 97470
Represent Self

Jack Davis, 335 SE Terrace, Roseburg, ORegon 97470
Represent Self

Wendell B. Smith, 2441 W Lorraine Avenue, Roseburg, ORegon 97470
School District #4

Herman L. Bagwell, 1062 NW Keasey, Roseburg, Oregon 97470
California Pacific Utilities Co., Roseburg

Don Bentz, 3032 NE Vine Street, Roseburg, ORegon 97470
City of Roseburg

Jim Brown, 286 NE Chestnut St., Roseburg, ORegon 97470
KRNR News

Porterfield
News Review

Letter from Mercy Hospital, C. S. Claybrook
Assistant Administrator, 621 W Madrone St., Roseburg

We are sorry we missed your public meeting held Tuesday, 14 April 1970, regarding the new Oak Street Bridge Proposal. We have since looked at the detailed drawings of the proposal.

The plan calls for a minor 2 to 3 foot cut into Mercy Hospital property. This will cause no problem for us and we have no objections to it. We support the proposal and its concept.

We do wish to point out a problem and to make a request of the County. As you know, present traffic over the Washington Street bridge, at certin times of the day, makes it virtually impossible to enter the traffic stream or to cross the street from the Madrone Street entrance. We feel the new bridge arrangement will compound this by allowing faster traffic entering Oak Street. This, in our opinion, will result in an untenable situation for our employees, as well as residents of this area who must use the Madrone Street entrance to the traffic stream.

We have no desire to impede progress, however, in the inetrst of safety and well being of all concerned, we request that a flashing yellow light be installed at this intersection.

Thank you for your consideration.

Letter from A. K. Martin, City Manager
744 SE Rose Street, Roseburg, ORegon

The City Council has reviewed the plans for the Oak Avenue Bridge replacement and finds them acceptable to the City. We concur in the decision to improve the approaches to the bridge and the providing of a sidewalk along the upstream side of the bridge.

WE acknowledge that some portion of City property in the Riverside Park South must be made available to accomplish these desired goals.

We will be happy to continue to work with you in implementing this much needed project.

Affidavit of Publication

The News-Review

Roseburg, Oregon

ISSUED DAILY EXCEPT SUNDAY

STATE OF OREGON }
COUNTY OF DOUGLAS } ss.

I, Addye Wright, being first duly sworn, depose and say that I am the Business Manager, of The News-Review, a newspaper of general circulation, as defined by ORS 193.010 and 193.020; printed and published at Roseburg in the aforesaid county and state; that the

Notice

a printed copy of which is hereto annexed, was published in the entire issue of said newspaper for two successive and consecutive weeks in the following issues:

March 13, April 3, 1970

The fee actually charged by such newspaper for such publication is $ 37.08

Addye Wright

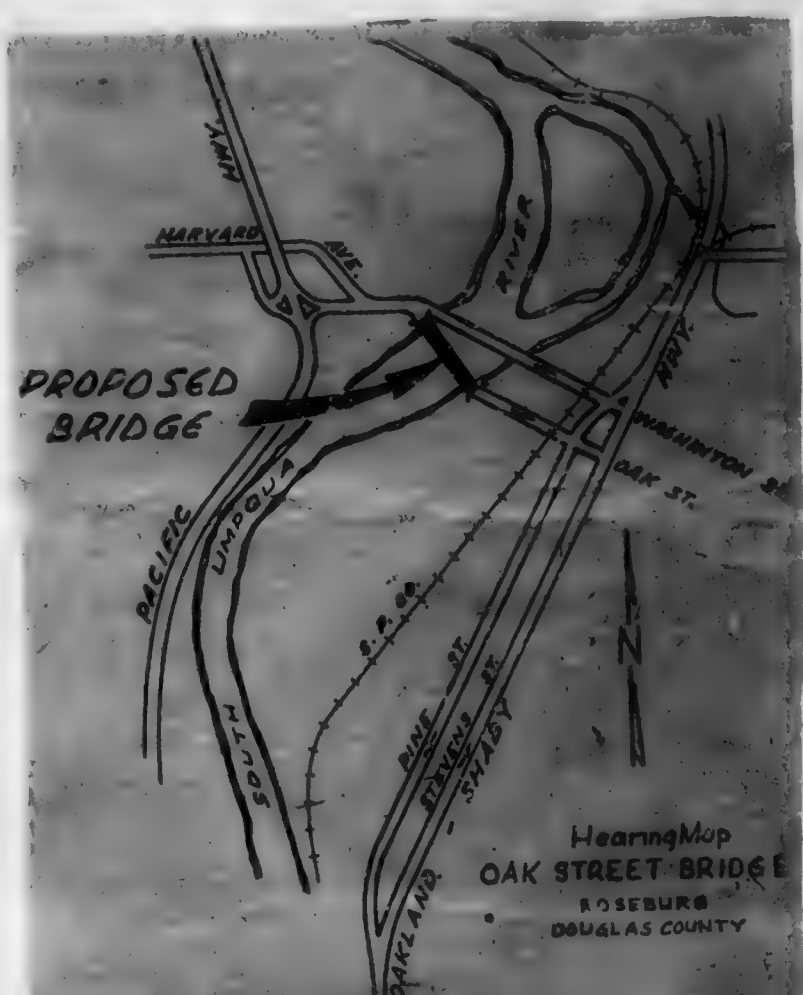
Subscribed and sworn to before me this 3rd day of April 1970

Odie M. Doe

Notary Public of Oregon

My Commission expires 21st day of March, 1973

3-70



NOTICE

Notice is hereby given that the Douglas County Board of Commissioners proposes to hold a corridor-design hearing pertaining to its proposed plans for future right of way acquisition and construction on South Umpqua (Oak Street) Bridge Section of Oak Street lying within the city of Roseburg, Douglas County, Oregon.

The proposed plans consists of constructing a reinforced concrete bridge approximately 680 feet long and 32 feet wide over the South Umpqua River on Oak Street.

The formal public hearing pertaining to the proposed route-design features will be held in the County Court Auditorium, Room 216—Courthouse in Roseburg, Oregon beginning promptly at 7:30 P.M., April 14, 1970, at which time any interested person desiring to express opinions pertaining to the proposal is invited to do so, and in addition may submit written statements at the hearing or to the Board of County Commissioners within ten (10) days after the public hearing.

An informal public hearing will begin at 6:30 P.M. prior to the formal hearing during which time personnel will be present to discuss the project with individual persons.

BOARD OF COMMISSIONERS FOR DOUGLAS COUNTY, OREGON
Stanford Buell, Chairman
Al Flegel, Commissioner
Ray E. Doerner, Commissioner
Publication dates: March 13, April 3, 1970.

RECEIVED
APR 6 1970
DOUGLAS COUNTY ROAD DEPT.

RECEIVED
APR 9 - 1970
FOR FILING

SU-481(4)
7453

April 8, 1970

Mr. R. H. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street N. E.
Salem, Oregon 97301

Dear Sir:

We are submitting program data for one Federal-Aid Secondary Project, Num 1027, Project SU - 481 (4), South Umpqua River (Oak Avenue) Bridge (Preliminary Engineering), which we desire to have included in the Federal-Aid Secondary Highway Program.

This project has been selected by the State Highway Commission and local authorities in cooperation with each other as required by the Federal-Aid Act.

The project has been approved by the State Clearinghouse as required by IM 80-1-70 as indicated in the enclosed copy of Mr. Wessenkiel's letter of March 11, 1970. Please note Mr. Hilton's remark of March 16, 1970 on said letter regarding the fact District Clearinghouse for District 6 is not functional and no review would be made by the districts.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

RNC:sw

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61) March 31, 1970

FEDERAL-AID
(PP

CARD 2	REPORT NUMBER (10)–(20)	1	PROJECT LOCATION (45 typewriter spaces) 21–66	Co. Rd. Roseburg (S. Umpqua R. Bridge East Bd.)		ADT	PRESENT	9,200	FUTURE (68)	13,500	(70)	YE (71)			
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28–62	Preliminary Engineering	NATL. FOREST (63)–(65)		FH ROUTE NO. (66)–(69)		SUPV AGCY (69)		DA CLASSIF. (70)		DA AREA (71)		EMERG. YR. (72)–(73)		PL. AU (74)
CARD 4	CLASS OF FEDERAL FUNDS	Secondary											COUNTY NAME		
	NAME OF URBAN AREA 17–31	Roseburg											ROUTE NO.	S	FEDERAL- 24

CARD 5	LINE NO. (14–15)	CHANGE CODE (16)	PROJECT CODE 41	WORK CLASS 42	WORK TYPE 43–46	STEP 53	TERMINI (Full description)	MILES (54)–(58)	ESTIMATED PROJECT TOTAL ESTIMATED COST (59)–(66)	ESTIMATED PROJECT FEDERAL FUNDS (67)
1										
5					PE		Co. Rd. Roseburg, S. Umpqua River (Oak Ave.) Bridge East Bound	0 14	26,000	16,500
5					ROW					
5					CONST (CODE)				(750,000)	
								0.14	26,000	16,500

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS
1	14	PROGRAM APPROVAL DATES	(16)–(23) (24)

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

March 31, 1970

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
idge (65)	ADT	9,200 (66)	13,500 (70)	90 (71) (72)	08	Oregon	35 (2) (3)	022 (4) (9)	1027 (14) (18)

TE (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (76)	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI. (24) (26)	DESIG. 27
						SU - 14 23	481 (3) 7 13			

COUNTY NAME: Douglas — CODE: 019 (14) (16)

PROGRAM STAGE: [ ] 1 OR [X] 2

ROUTE NO. S — FEDERAL-AID: 241 (32) — STATE: Co. Rd. (36) (37) — U.S. (41)

	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
	(54) (56)	(59) (66)	(67) (76)			
	0 14	26,000	16,500	4,750	4,750 (Co.)	P. E. all phases including P. S. & E. preparation. (Future Eastbound RCDG Bridge, length 715 feet, HC 32' with 5' sidewalk one side.)
		(750,000)				ROW - 60' min; Access Control - None; Parking restriction - complete.
ECT ALS	0.14	26,000	16,500	4,750	4,750 (Co.)	
		(16) (23)	(24) (33)			

REMARKS: The ADT is for East bound traffic. This P. E. work is to be done by Consultant "Oregon Bridge Engineering Company" under agreement with Douglas County as provided in PPM 40-6.

USCOMM DUSCOMM-DC 48905-P61

S. UMPQUA RIVER (OAK AVE. ROSEBURG) BRIDGE
SU-481 (3)

Existing Facilities: Existing structure has 10 spans and is 908 feet long, RCDG and RCBG with a 15-foot 1-inch roadway. This structure to be removed.

Adjacent Sections: 40-foot one way AC curb section to be constructed by County.

West End: 34 foot one way AC curb section to be constructed by County.

Project Data: Perform the preliminary engineering for construction of a reinforced concrete bridge which is to be approximately 715 feet long and will have a 32 foot clear roadway, with a 5-foot sidewalk on the up-stream side. County will construct the connections and approaches.

Right-of-Way: 60 foot minimum

Access Control: None

RR Xing: None

Unusual or Complicated Situations: This structure is to carry the east bound traffic as part of a one way couplet providing 2 - 12' lanes with 4' curb shy distance. The usable horizontal clearance of 32' is only 8' less than the recommended minimum width of 40' using tables 6 and 7, pages 11 and 12 of the "Geometric Design Standards for Highways Other than Freeway - 1969", however, on page 15 under the heading of "Urban Highways" the preferred minimum required width is 2-12 lanes with 2' curb shy distance (total of 28') where parking is prohibited (no lanes provided for parking). The structure will carry slow speed urban traffic and will provide adequate clearance for traffic with parking prohibited. The 32' width will allow emergency vehicles to penetrate thru the two lanes of traffic if occassion arrises and will also allow sufficient space under the slow speed traffic for both lanes to pass a disabled vehicle.

The Highway Division and the Count
are of the opinion that the 32' horiz
adequate and further that the expen
funds to provide the additional widt
this length (715 feet) is not justifiab
speed traffic conditions.

It is requested that concurrently wi
approval be given to use a 32 foot h
design criteria both for the public h
if requested and final plans.

System Action: None required

Public Hearing: Offering required

Clearinghouse Approval: March 11

Route Data: This route is a norma
city street in addition to a junction

AVE. ROSEBURG) BRIDGE
1 (3)

ting structure has 10 spans and is 908
ong, RCDG and RCBG with a 15-foot
ch roadway. This structure to be re-
ed.

oot one way AC curb section to be
tructed by County.

oot one way AC curb section to be
tructed by County.

orm the preliminary engineering for
truction of a reinforced concrete bridge
h is to be approximately 715 feet long
will have a 32 foot clear roadway, with
foot sidewalk on the up-stream side.
nty will construct the connections and
oaches.

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ituations: This structure is to carry
part of a one way couplet providing
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' less than the recommended minimum
6 and 7, pages 11 and 12 of the "Geometric
hways Other than Freeway - 1969", however,
ding of "Urban Highways" the preferred
is 2-12 lanes with 2' curb shy distance (total
ohibited (no lanes provided for parking).
slow speed urban traffic and will provide
raffic with parking prohibited. The 32' width
hicles to penetrate thru the two lanes of traffic
will also allow sufficient space under the
th lanes to pass a disabled vehicle.

The Highway Division and the County, based on the above, are of the opinion that the 32' horizontal clearance is adequate and further that the expenditure of additional funds to provide the additional width (8 feet) on a bridge of this length (715 feet) is not justifiable for such urban slow speed traffic conditions.

It is requested that concurrently with program approval, approval be given to use a 32 foot horizontal clearance as design criteria both for the public hearing offering, hearing if requested and final plans.

System Action: None required

Public Hearing: Offering required and to be held if requested.

Clearinghouse Approval: March 11, 1970

Route Data: This route is a normally heavily traveled city street in addition to a junction with I-5.

RECEIVED
MAR 16 1970
FILING

EXECUTIVE DEPARTMENT

S CAPITOL • • • • • • • • • SALEM, OREGON 97310

TOM McCALL
GOVERNOR

EDWARD G. WESTERDAHL, II
Director

March 11, 1970

Mr. Forrest Cooper
State Highway Engineer
State Highway Building
Salem, Oregon 97310

BOARDMAN CITY PARK
ROGUE VALLEY HIGHWAY--MERRIMAN ROAD
S. UMPQUA RIVER (OAK STREET) BRIDGE

Your Notice of Intent relative to the above-listed projects have been referred to the appropriate state agencies for review. All have expressed approval of the projects.

We are pleased to add our approval.

Edward G. Westerdahl, II

F.B. KLABOE

3-16-70
REFERRED TO
By Asst. State Hwy. Engr

NOTED
FORREST COOPER

RECEIVED
MAR 13 1970
OFFICE OF
STATE HIGHWAY ENGINEER

OREGON BRIDGE ENGINEERING CO.

CONSULTING ENGINEERS

DESIGN & CONSTRUCTION
ENGINEERING

P. O. BOX 78, SPRINGFIELD, OREGON 97477
TELEPHONE: (503) 746-8673

NOTED
H. S. COX

February 25, 1970

715 ft long
32 ft Wide

Mr. H. S. Cox
County and City Engineer
Oregon State Highway Dept.
Salem, Oregon

Att: Mr. Robert Prange ✓

Dear Bob,

Enclosed is the rough draft of the Consulting Engineers Agreement concerning Douglas County and the Oak St. Bridge on FAS 241.

The Douglas County Engineer has agreed and is in accordance with the payment provisions for Field Construction Engineering... and had previously agreed to the Lump Sum Preliminary Engineering Fee.

Please review these documents at your earliest convenience to let us know if any further changes are to be made.

Thank you again for your assistance on this work.

Sincerely yours,

Wally Palmateer

W. A. Palmateer
General Manager

wp

RECEIVED
FEB 26 1970
ENGINEER
COUNTY & CITY DIVISION

Hand carried a copy of this agreement to the BPR 2/27/70.

NOTED
HAROLD
REYNOLDSON

NOTED
R. H. PRANGE

NOTED
DON HARWELL

February 24, 1970

Mr. George Grubb
County Engineer
Courthouse
Roseburg, Oregon 97470

Re: S. Umpqua River (Oak Street) Bridge
Melrose Road, FAS 241
Douglas County

Dear George,

This letter is to remind you not to charge against this project until the B.P.R. has approved the programming. We discussed this when you and Mr. Palmateer were in our office with the proposed consultant engineering agreement.

The Highway Commission approved the project at the February 3 meeting, as I informed you, and shortly thereafter I attempted to program the preliminary engineering for this project with the B.P.R. However, a new regulation requires that the intention of all proposed projects must be submitted to the State clearing house before the B.P.R. can consider them. Your project has been submitted to this clearing house and we are awaiting their reply. After receiving this reply we will get program approval from the B.P.R.

There is nothing for you to do but wait and be patient, or impatient, whichever the case may be. I will inform you when everything is clear.

Very truly yours,

H. S. Cox
County and City Engineer

By: Harold Reynoldson
Planning Engineer

HR:ljt

NOTED
HAROLD
REYNOLDSON

NOTED
P. B. Arasmeier

NOTED
MAINOR C. HOLMES

NOTED
H. S. COX

NOTED
R. H. PRANGE

Noted
Oscar H. Norberg

NOTED
RICHARD UNREIN

NOTED
DON HARWELL

RECEIVED
FEB 10 1970
FOR FILING

Umpqua (Oak St.) Br. FAS 241

SU-481(4)
7453

February 10, 1970

Executive Department
Federal Aid Coordination Unit
Room 5 State Capitol
Salem, Oregon 97310

Gentlemen:

In accord with Executive Memorandum 01-'70-02, attached in quintuplicate are completed Notices of Intent to apply for federal assistance for two federal-aid secondary, county projects as follows:

1. Umpqua River (Oak Street) Bridge, FAS 241
Douglas County

Rogue Valley Highway-Merriman Road, FAS 15-104
Jackson County

The estimated date of filing for preliminary engineering on these projects is mid-March. In order that this date and the subsequent dates of contract letting may be met, your prompt attention to these proposals will be appreciated.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

Attachments

cc: R. E. Simpson, BPR
F. S. Klabee
D. J. Barbee
R. L. Schroeder
H. S. Cox
R. L. Gifford
R. N. Chase

RWE:mw

ATTACHMENT B

NOTICE OF INTENT

TO: State of Oregon Executive Department
Federal Aid Coordination Unit
Room 5, State Capitol
Salem, Oregon 97310

FROM: Applicant Agency State Highway Division Salem (Address)

Contact Person L. H. Young 2761 (Phone)

1. Project Location

Administrative District 6 City Roseburg

County Douglas Special District(s) (if applicable)

Other affected jurisdictions/agencies

2. Federal Program

Common Program Name Federal-Aid Secondary

Authorizing Legislation Title 23 U. S. C. Highways (Public Law No. and Title)

Fed. Admin. Agency: Dept. Department of Transportation

Agency Bureau of Public Roads

3. Estimated Project Cost

Federal Share	☐ Loan ☒ Grant 450,000	Source of State Agency Share (if any)	Douglas County
Local Applicant Share	150,000	General Fund	
*State Agency Share	150,000	Other Funds (specify)	
Other (specify)	-		
TOTAL	750,000	*Total State Agency Share	150,000

*Indicates totals should be equal.

4. Estimated Application Filing Date March 16, 1970

5. Project Description (Please use back of page, attaching supplemental sheets if necessary.)
S. Umpqua River (Oak Street) Bridge, FAS 241

Project to consist of preliminary engineering, right-of-way acquisition, structure and incidental work to replace the existing bridge.

(over)

Length of project — Approx. 715 feet

Work Narrative

Construct a reinforced concrete bridge having a 32-foot clear roadway, with a 5-foot sidewalk on the up-stream side.

See attached map for geographic location.

NOTED
E. COX

SAFETY: [redacted]

MEMO TO R. N. CHASE Date February 6, 1970

FAS 241, DOUGLAS COUNTY, S. Umpqua River (Oak Street) Bridge SECTION

TERMINI: This structure will be over the S. Umpqua River for the east bound traffic at Mile Post 0.28 on Oak Street (Melrose Road). M.P. ____

PROPOSED WORK: Preliminary engineering and plans for a structure. To be a consulting engineering firm.

PROJECT LENGTH: Approximately 715 feet.

COSTS:	TOTAL	FEDERAL	STATE	COUNTY	OTHER
CONSTRUCTION	$26,000	$15,600	$5,200	$5,200	

EXISTING FACILITIES: Existing structure has 10 spans and is 908 feet long RCDG and RCBG with a 15-foot 1-inch roadway.

ADJACENT SECTIONS:
[redacted]/EAST END: 30 foot AC curb section

[redacted]/WEST END: 30 foot AC curb section

PROJECT DATA: Perform the preliminary engineering [redacted] for the construction of a reinforced concrete bridge which is to be approximately 715 feet long and will have a 32 foot clear roadway, with a 5-foot sidewalk on the up-stream side. County will construct the connections and approaches.

RIGHT-OF-WAY: 60 foot minimum
ACCESS CONTROL: None

RR XING: None
MINIMUM DESIGN STANDARDS: No deviations.

SYSTEM ACTION: Completed
PUBLIC HEARING: To be held as soon as there are sufficient maps and plans to show the project.
UNUSUAL OR COMPLICATED SITUATIONS: Consultants will do the engineering.

ROUTE DATA: This route is a normally heavily traveled city street in addition to a junction with I-5.

NOTED
R. H. PRANGE

NOTED
RICHARD UNREIN

Noted
Oscar H. Norberg

NOTED

DOUGLAS COUNTY
Proposed Project (1970 Funds)

FAS 241-Melrose Road, S. Umpqua River(Oak Street)Bridge Section, Structure, $750,000.

Construct a reinforced concrete bridge with a 32-foot clear roadway. A 5-foot sidewalk on the upstream side. Contractor to remove and dispose of the existing bridge.

Engineering to be done by a consulting engineering firm.

County will construct approaches and connections.

Hearing is necessary.

HIWAY COMMISSION
APPROVED ON
FEB. 3 1970

70-a
1/20/70

PROPOSED PROJECT
FAS 241
Elk Island
RIDGE
MT. REDO
SOUTH UMPQUA
DOUGLAS COUNTY
FAIRGROUND
PARK
RIVER
PACIFIC
OAKLAND
N
SIGNED ROUTES
INTERSTATE
U.S.
ORE.
LEGEND
Post Office
School
R. R. Depot
Public Bldg
cv – City Hall
ct – Court House
a – Armory
l – Library
Street open for travel.
Street dedicated but not open
City Limits
City Center M. P. log
ROSEBURG
DOUGLAS COUNTY OREGON
OREGON STATE HIGHWAY DEPARTMENT
U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
Population 15,000
Scale in Feet
Revised August 1960
SHEET ARRANGEMENT
DOUGLAS COUNTY

RECEIVED
JAN 22 1970
ENGINEER
COUNTY & CITY DIVISION

COUNTY ROAD FAS-C PROJECT REQUEST

Name of County DOUGLAS FAS No. 241 Date Jan. 20, 1970
County Road Name ROSEBURG-MELROSE
Section Name OAK STREET BRIDGE SECTION Length 680 feet
Type of Project BRIDGE CONSTRUCTION
Location of Project (Attach sketch map)
ADT 7000 Road Class (Highway Standard)

Is this request for county bridge design only? Yes ____ No X
or for County FAS bridge design? Yes ____ No X

I. ROAD PROJECT DATA COUNTY TO HANDLE ALL APPROACH CONSTRUCTION

1. Traveled Surface: Type ____ Width ____

2. Shoulders: Type ____ Width ____
(NOTE: Oiled or paved shoulders required on all Class E or higher projects.)

3. Grading & Drainage:
By County ____ County Date of Completion ____ By Contract ____

4. Bottom Base Course:
By County ____ County Date of Completion ____ By Contract ____
Has base design been given to County? Yes ____ No ____
Will it be furnished? Yes ____ No ____

5. Leveling Course:
By County ____ County Date of Completion ____ By Contract ____

6. Binder Course:
By County ____ County Date of Completion ____ By Contract ____

7. Traveled Surface & Shoulders:
By County ____ County Date of Completion ____ By Contract ____

8. Clearing:
By County ____ County Date of Completion ____ By Contract ____

9. Curbs:
Curbs Required? Yes ____ No ____
Type Desired (rolled, exposure, monolithic, special county standard, etc.) ____
Width between Curbs ____

10. Are A.C. footpaths behind curbs desired? Yes ____ No ____

11. Are there any structures to be replaced or altered? Yes ____ No ____

12. Will replacement be by: County ____ Contract ____
(NOTE: If by contract, fill out bridge project data on pages 2, 3, and 4)

NOTED
H. S. COX

13. Will County adjust structure to new grade? Yes ____ No ____

14. Will County adjust structure to additional width? Yes ____ No ____

15. Will adjusted width be standard? Yes ____ No ____
(NOTE: Standard width of structure is traveled way plus full shoulders or 32', whichever is greater. If structure is of substandard width, County must sign same to satisfaction of Bureau of Public Roads.)

16. Does County wish rounding of cutbanks? Yes ____ No ____

17. Does County wish sight posts installed? Yes ____ No ____

18. Does County wish guard rail installed? Yes ____ No ____

19. Does County wish seeding and mulching incorporated into job?
Yes ____ No ____

20. Will traffic signals be required? Yes ____ No ____
If yes, give location and type: _____

21. Is project contingent upon other factors? Yes ____ No ____
(Such as construction and timing, cooperative project by County, tie-in with outside projects, etc.)

If yes, explain: _____

Remarks re Section I: _____

II. BRIDGE PROJECT DATA

1. Name of river or stream SOUTH UMPQUA

2. Name of bridge OAK STREET

3. Location (please attach map with location marked):
Section 24 Township 27 South Range 6 West W.M.

4. Desired width of bridge 32 feet
(NOTE: Standard width of FAS structure is traveled way plus full shoulders or 32', whichever is greater.)

5. Are sidewalks desired? Yes X No ____
Upstream X Downstream ____ Width 5 feet

6. Does County wish a particular type of bridge design? Yes ____ No X
(Such as concrete, steel, or timber structure; concrete, steel, or timber piling; etc. _____

7. Will County furnish any materials for bridge? Yes ____ No X
Explain _____

8. Foundation Testing: By County? Yes X No ____
By State? Yes ____ No X

9. Can road be closed during construction? Yes X No ____

10. Detour: Required? Yes ____ No X
By County? Yes ____ No ____
By Contractor? Yes ____ No ____

11. Approaches or Connections: By County? Yes X No ____
By Contractor? Yes ____ No ____
Traveled surface: Type AC Width 32'
Shoulders: Type NONE Width ____
(NOTE: Approach fills for pile bent structures must be in place prior to bridge construction.)

12. Guard Rail: Desired on approaches or connections: Yes ____ No X
Right side only? Yes ____ No ____
Both sides? Yes ____ No ____
(NOTE: Safety standards require that guard rails be attached to and extend continuously from structure railings. Also, County's approach work must be completed immediately so as not to hinder the contractor's guard rail installation or otherwise delay contract completion.)

13. Existing Structure: Remain in place? Yes X No ____
Use for detour? Yes X No ____
Removed by County? Yes X No ____
Removed by Contractor? Yes ____ No X
Salvaged by Contractor for County? Yes ____ No X
(NOTE: If existing bridge salvaged by Contractor for County, County must pay 100% of salvage value of structure.)

14. If riprap or rock blanket required, to be:
By County? Yes X No ____
By Contractor? Yes ____ No X

15. Will any of the following utilities be attached to this structure?

a. Water mains: Yes X No ____ Size ____
Company ____

b. Sanitary sewer mains: Yes ____ No X Size ____
Company ____

c. Storm sewer: Yes ____ No X Size ____
Company ____

d. Gas mains : Yes X No ____ Size ____
Company ____

e. Power lines: Yes ____ No X
Company ____

f. Telephone lines: Yes X No ____
Company ____

g. Other Utilities: ____

16. Does County wish provisions made for future utility attachment to structure? Yes X No ____

17. Does County wish lightpost bases & conduit installed? Yes X No ____

18. Does County wish complete job of illumination in project? Yes ____ No X

19. Is project contingent upon other factors? Yes ____ No X
(Such as construction and timing, cooperative project by County, tie-in with outside projects, etc.)
If yes, explain: ____

Remarks re Section II: All preliminary engineering, specifications and construction engineering by Oregon Bridge Engineering Company of Springfield, Oregon

III. SURVEY DATA

1. Survey, including bridge and railroad vicinity maps, to be done:
By State? Yes ____ No X
By County? Yes X No ____
(NOTE: If project is canceled, County must pay for survey.)

2. Does County have any survey data? Yes X No ____

3. Construction plans and specifications to be prepared:
By State? Yes ____ No X
By County? Yes X No ____

Remarks re Section III: by Oregon Bridge Engineering Company of Springfield, ORegon

IV. RIGHT-OF-WAY & UTILITIES DATA NOT APPLICABLE

1. What is width of existing right-of-way? Maximum _____ Minimum _____

2. Is any additional right-of-way needed? Yes ____ No ____

3. Will right-of-way be acquired by: Resolution ____ or Deed ____

4. Should State prepare options? Yes ____ No ____

5. Should State prepare centerline descriptions for acquiring right-of-way by resolution? Yes ____ No ____

6. Should material source site be included in right-of-way descriptions? Yes ____ No ____

7. Is there any merchantable timber on right of way? Yes ____ No ____

8. Will timber be reserved for owner? Yes ____ No ____

9. Will timber become property of contractor? Yes ___ No ____

10. Is a hearing necessary? Yes ____ No ____
(NOTE: If right-of-way is procured, if function of roadway is changed, an opportunity for a hearing must be afforded.)

11. Are there any utilities (electric, water, gas, sewer, etc.,) on private land? Yes ____ No ____
If yes, give type and name of utility company: _____
_____
_____

12. Are there any utilities (electric, water, gas, sewer, etc.) on existing right-of-way? Yes ____ No ____
If yes, give type and name of utility company: _____
_____
_____

13. Are utilities on existing right-of-way by permit ____ or by franchise ____
(NOTE: County must move all utilities located on present right-of-way.)

14. Are there any irrigation facilities: Yes ____ No ____
If yes, give name of irrigation company or district _____
_____ and dates between which water can be turned off: From _____ To _____

15. Are there any railroad crossings? Yes ____ No ____

16. Name of Railroad _____

17. Number of tracks: Mainline _____ Siding _____ Total _____

18. Sight Distance: _____ (Left) _____ (Right)

19. Number of Trains: Passenger _____ Speed _____
Freight _____ Speed _____

20. Angle of Intersection: _____

21. Type of Existing Crossing: Grade ____
Overcrossing ____
Undercrossing ____

22. Existing Protection:
Advance warning signs____ Automatic flashing____ Stop signs____
Crossbucks ____ Automatic bell ____ Gates ____

23. Proposed Protection: _____
_____

24. Are there to be stopping lanes for buses and trucks, etc.
Yes ____ No ____

25. Will railroad crossing be altered? Yes ____ No ____
If yes, specify: _____

26. Traffic Control Signing:
To be part of project? Yes ____ No ____
By County? Yes ____ No ____
By State at County expense? Yes ____ No ____
(NOTE: These signs must be in place prior to acceptance.)

27. Striping:
To be part of project? Yes ____ No ____
By County? Yes ____ No ____
By State at County expense? Yes ____ No ____
(NOTE: Striping must be completed prior to acceptance.)

28. Does County wish State to prepare P.U.C. hearing data? Yes ____ No ____

29. Will P.U.C. application be made by State ____, or County ____?
(NOTE: County must plead or argue its own case at all P.U.C. hearings.)

30. Will there be any displaced persons from farms, homes, or businesses requiring relocation assistance? Yes ____ No ____
(NOTE: No property owner shall be required to move from his home, farm, or business without at least 90 days' written notice prior to the intended vacation date.)

Remarks re Section IV _____
_____
_____
_____

V. MATERIAL SOURCES DATA NOT APPLICABLE

1. Gravel _____ Quarry _____ Cinders _____

2. Owner: County ____ State ____ Private ____ Other ____

3. Location: _____ Section____ Township_____ Range _____ W.M.

4. If County lease, what are royalty payments? _____

5. Materials furnished by County: Borrow ____ Select Topping ____
Base Course ____ Level Course ____ Mineral Aggregates ____
Location _____
Miscellaneous Items: NONE
Remarks re Section V _____

VI. FINANCIAL DATA

1. Estimated Cost: $ 726,000

2. Available FAS Funds: $ 726,000

3. Date match money is available: Upon request

4. Will there be any 100% County money? Yes ____ No ____ IF REQUIRED

5. Maximum amount of 100% County money available: $ 50,000

6. Date County requests letting: JUNE 1970

Remarks re Section VI _____

UNUSUAL OR COMPLICATED CIRCUMSTANCES: _____

This application is not complete without an attached exhibit showing location of project.

By Stanford Reed
County Judge or Comm. Chairman

By _____
County Commissioner

By Ray E Dacon
County Commissioner

By George E Funk
County Engineer or Roadmaster

County Douglas
Date Jan. 21, 1970

Robert A Tonge
O.S.H.D. Field Engineer

Date 1-23-70

RECEIVED
JUL 31 1968

SEL-481(4)
7453

July 30, 1968

Mr. A. K. Martin
City Manager
City of Roseburg
744 S. E. Rose Street
Roseburg, Oregon 97470

Dear Mr. Martin:

On June 25, officials from the City and Douglas County met with Mr. Cooper and me in Salem to discuss various subjects.

One of the subjects was the possibility of reconstructing the Oak Street Bridge in Roseburg on new alignment. The State Highway Department was requested to analyze this possibility and to contact you at the conclusion of our analysis. I therefore enclose a copy of a plan which we have developed to fit the criteria established at this meeting. The plan will handle the traffic satisfactorily.

Inasmuch as we do not know whether or not the plan has possibilities from your standpoint, we have not estimated it.

If we can be of any further assistance, please advise.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Tom Edwards
F. D. Morgan
F. B. Crandall
H. S. Cox
C. T. Keasey

FBK:srb
Enclosure

cc: Ralph Sandstede, Chairman, Douglas County Board of Commissioners
(with enclosure)

RECEIVED
JUN 28 1968

SU-481(4)
7453

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
June 25, 1968

SUBJECT:

To: MEMO TO THE FILE

A meeting was held in the small conference room of the State Highway Building this date to discuss subjects of mutual interest to the City, County and State in the Roseburg area. In attendance were: Senator Al Flegel; Keith Martin, Roseburg City Manager; Jack C. Davis, Mayor of Roseburg; Ralph Sandstede, Chairman, Douglas County Board of Commissioners; Forrest Cooper, F. B. Klaboe, H. S. Cox and Len Wallace of this Department. The subjects are discussed separately below:

1. What is the timing of the reconstruction of the Harvard Avenue Interchange? I advised those present that the very best we could do would be to let a contract for the work about the middle of 1970. I also explained that this date could be postponed if Federal funds continue to be curtailed. I advised those present that we would go to a hearing on this proposal sometime this summer and hoped that the City and County people would support our present proposal so that we could get along with the necessary work of acquiring right-of-way. (Mr. Wolfe: Please set the machinery in motion for fulfilling this obligation at a normal pace.)

The City and County desire to complete their four laning of Harvard Avenue and the construction of a new bridge across the Umpqua River concurrently with our work and urged us to advance this 1970 date if at all possible, as they would be ready for their work early in 1969.

2. Ralph Sandstede requested that the State help the County financially and otherwise in the four laning of the North Umpqua Highway from Roseburg all the way out to Glide. He further requested that the State take over sections of the highway as they are completed to new four-lane standards.

He was advised by Mr. Cooper that the State Highway Commission would not take over the North Umpqua Highway and that, due to the shortage of funds, we could not help them financially on any of the work, including acquisition of right-of-way. When asked whether or not we could purchase the right-of-way at County expense, they were advised that this could be done. However, they were also informed that the State probably would have to pay more for the right-of-way than the County would if they acquired it themselves. We also advised that our regulations for acquiring right-of-way, which would probably have to be followed if we were to undertake the job, were much more cumbersome than theirs. The City and/or County will advise us of their desires in this regard in the near future.

Correct Bridges Fab a3 nbj

3. The County advised us that they were going to finance a new crossing of the Umpqua River connecting to Oak Street on the southeast using FAS funds. They will request that the State do the engineering and construction work on this replacement structure.

In this regard, they also had some concern about the traffic patterns that would be developed at the northwest end of the structure if it were placed in approximately the same position as the existing structure. They were advised that, if requested, we would make a traffic analysis of the proposal and give them the results of this along with our recommendations. The City will probably make such a request.

4. The City brought up the matter of ownership of property on the North Umpqua Highway near the intersection with the Oakland-Shady Highway, No. 234. This matter is being researched by Mr. Cox and our Right of Way Description Department. Mr. Cox will continue his research and discuss the matter further with the City in the next week or two.

Correct n.hl Intersect - Shady Sec

5. Inquiry was made by the City as to our plans for the improvement of the Oakland-Shady Highway in the vicinity and northerly of Garden Valley Road. They were advised that we had no plans for any major improvement or reconstruction of this section of highway. We have been making some preliminary studies for future work. Information concerning the possibility of a revised signal installation at the Garden Valley intersection was requested but no one was able to answer the question. It is requested that Mr. Crandall or one of his people get in touch with the City Manager and advise him of the status of this matter.

Cover
n/c
Willard Lee

6. They inquired what our plans were for the improvement of the Dillard Highway between Winston and I-5. We advised them that we were in the process of completing surveys on this section and we hoped that we could finance reconstruction of it to four-lane standards in the next couple of years.

F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

cc: Forrest Cooper
R. L. Porter
Tom Edwards
Victor D. Wolfe
H. S. Cox
I. D. Merchant
F. D. Morgan
F. B. Crandall
C. T. Keasey

Phone 673-4457

CITY OF ROSEBURG

744 S. E. Rose Street
ROSEBURG, OREGON 97470

June 19, 1968

Mr. F. B. Klaboe
Assistant State Highway Engineer
State Highway Department
Salem, Oregon 97310

Dear Mr. Klaboe:

As you asked, several matters will be of concern to us when we come to visit with you on June 25. We are most interested in the Harvard Blvd. interchange, its design and projected construction date.

Chairman Ralph Sandstede of the Douglas County Board of Commissioners advises me that under date of March 4, 1968, the County proposed the North Umpqua Highway be maintained by the State after it was constructed to State standards by the County. To-date he has had no reply on the matter and we will want to discuss that with the appropriate people.

We will want to meet with the bridge engineers and review the alternate plans studied for the Washington Avenue Bridge in 1959-60. These matters are being reviewed because the Oak Avenue Bridge is to be replaced.

Finally, we would like to discuss an old agreement between the Highway Commission, the City of Roseburg and Douglas County entered into sometime in 1942. This agreement covered the connection of the North Umpqua Highway with Highway 99. In particular we are concerned about ownership of the right-of-way in the Diamond Lake-Winchester intersection and the ownership of right-of-way on Wilson St. This last matter has already been referred to your City and County office in Salem.

At the suggestion of Senator Flegel we also request that you arrange an appointment for us with Mr. Forrest Cooper.

We look forward to seeing you on the 25th of June at 11:00 o'clock.

Very truly yours,

A. K. Martin

A. K. Martin
City Manager

RECEIVED
JUN 20 1968
OFFICE OF
STATE HIGHWAY ENGINEER

MEMO TO FILES
February 29, 1968

RE: (1) Land Use Permit for Umpqua Lighthouse State Park, (2) Eng. & R/W Assistance on North Umpqua County Highway, (3) County land at Elk Creek, M.P. 48.2, Hwy. No. 45,, and (4) FAS-C etc.

On Tuesday, February 21, a meeting was held in the Douglas County Board of Commissioners' office in Roseburg pertaining to various matters of concern to County and State.

Those attending were Douglas County Commissioners Sandstede, Doerner, and Buell; Engineer Grubb; Land Agent Kischel, Parks Director Keel; and State personnel Keasey, Williams, Holmes, and Harwell.

Items discussed were as follows:

(A) Access road within confines of Umpqua Lighthouse State Park. Left agreement draft pertaining to this with County for consideration and approval. Contents appeared to be acceptable; however, they desired their D.A. to review. Letter forthcoming as well as centerline description of project and overlayed exhibit map.

(B) Quitclaim deed for certain properties within area formerly occupied by Umpqua River Lifeboat Station at Winchester Bay County Park lands. This matter received from County and referred to Dave Talbot, Parks Division, for processing.

(C) Land donation near Elk Creek (M.P. 48.2 of Highway 45). County proposes relinquishing to State for park purposes. This matter was discussed and County was told that we would accept for public purpose, but not for park purpose only as it is not desirable for this use. County will determine later and inform State of decision.

(D) Relinquishment of properties along North Diamond Lake Boulevard inadvertently acquired in State's name by State personnel. Division will handle this matter.

(E) FAS-C proposed project on Oak Avenue (eastbound leg of one-way couplet, FAS 241, Harvard Avenue extension). State and County did previous FAS-C project on Washington Avenue (westbound leg of couplet). This is a project contemplated by County within city of Roseburg, possibly within the next one or two years.

(F) Douglas County is considering acquisition of property and reconstruction of North Diamond Lake Boulevard (North Umpqua County Highway) to a four-lane section near the easterly city limits of Roseburg, with access limited to major street or road intersections and some private access. County requests State personnel from engineering and right-of-way to assist, recommend, and possibly acquire in name of County various parcels needed for said project. This could be accomplished by State personnel at slack times and County would reimburse State for these services. A letter-form agreement per our discussion appears satisfactory to County - if acceptable to State administration.

(G) County introduced the perennial matter of State's assuming the North Umpqua County Highway for state highway purposes. They were told of State's position on undertaking any additional mileage on state system and that this route's present condition did not qualify it as the most desirable. However, it was mentioned that if State were to consider assuming said road for state highway purposes after it was brought into a suitable condition, the County should bear in mind that there are numerous routes in Douglas County that lend themselves to the local jurisdictional road system; and they should certainly entertain the idea that as part of any negotiation regarding the North Umpqua Highway, various routes should be transferred to County jurisdiction. A few to possibly be considered would be Oakland-Shady, Myrtle Creek, Yoncalla?, Dillard?, Elkton-Sutherlin Spur, etc.

The meeting was informal and appeared to be very enlightening to all. The County will write appropriate letters to cover the matters discussed.

D. N. Harwell

D. N. Harwell, Assistant Engineer
County and City Division

DNH:mm

cc: Forrest Cooper
R. L. Porter
Tom Edwards
L. P. Shaw
F. B. Klaboe
V. D. Wolfe
F. D. Morgan
D. H. Moehring
C. T. Keasey

S-577(1)	Frenchglen Hwy.-Wildlife Head-	1970
	quarters Sec., of FAS 824 (Sod	
#7454	House Rd.) (Grad. & Paving)	

C&H 3983

OREGON STATE HIGHWAY DEPARTMENT

FORM A-150 (3-64)

HIGHWAY DEPARTMENT INVOICE

NO. 110073

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
10-24-72	cc 1308		513-1049-297

Contract 7454
S-5776(1)

Harney County
Courthouse
Burns, Oregon 97720

RECEIVED
COUNTY & CITY SECTION
OCT 25 1972
☑ ENGR. ☑ CJOR. ☑ WL ☐ AE ☑ UE
☑ UPE ☑ CE ☑ RE ☐ RPE

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Attention: Hon. Newton Hotchkiss, Judge			
Final Billing: Frenchglen Hwy- Wildlife Headquarters Section FAS 824 Covered by agreement dated 11-18-69			
County advance deposit	73,100.00		
Amount previously transferred	53,100.00		$ 20,000.00
County share of construction costs	67,492.24		
Amount previously transferred	53,100.00		14,392.24
to be refunded			$ 5,607.76

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $_____

By _____

STATE COPY

3-16-72

FILE COPY

FORM PW-33C
(REV. 3-60)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

7454

FINAL INSPECTION AND ACCEPTANCE OF FEDERAL-AID PROJECT CONSTRUCTED UNDER 1954 SECONDARY ROAD PLAN

(PPMs 20-5 and 20-6.1)

INSTRUCTIONS - Submit original and 3 copies to the Public Roads Division Office

NOTICE OF COMPLETION AND ACCEPTANCE BY STATE HIGHWAY DEPARTMENT

STATE: Oregon	REGION NO.: 10
SIGNATURE: F. O. Morgan	COUNTY: Harney
TITLE: Const. Engr.	PROJECT NO.: S-557(1)
BUREAU OF PUBLIC ROADS INSPECTION MADE BY: R. A. Nichols, Area Engineer	DATE OF INSPECTION: 2-18-72
IN COMPANY WITH: Unaccompanied	
CONTRACTOR'S NAME: Babler Bros., Inc., Portland OR	CONTRACT AMOUNT: $ 313,653.00

COPY SENT

MAR 17 1972

REGIONAL OFFICE

DESCRIPTION OF IMPROVEMENT AS PROGRAMED

The project improved a narrow gravel road to a 30' wide bituminous surface.

3-21-72
REFERRED TO
Johnson - Young
BY DEPUTY STATE HIGHWAY ENGINEER

IMPROVEMENT AS CONSTRUCTED

ROADBED (Width 30 feet)

TYPE CODE NUMBER	NET LENGTH (Miles)	BASE SURFACING WIDTH (Feet)	STRUCTURES OVER 20-FOOT SPAN: TYPE CODE NUMBER	STRUCTURES OVER 20-FOOT SPAN: NET LENGTH (Miles)
	NOTED A. E. JOHNSON		cy young Route 3-21-72	

REMARKS: *The project has been completed in apparent conformity with the state standards and procedures approved in accordance with the 1954 secondary road plan.*

FRENCHGLEN HIGHWAY-WILDLIFE HEADQUARTERS SECTION
SOD HOUSE ROAD
FAS Route 824

NOTED
TOM EDWARDS

The contract was awarded to Babler Bros., Inc. on September 10, 1970. The contract work was started on September 28, 1970 and completed on September 7, 1971. Two hundred and seven of the allowed 225 calandar work days were used.

The final contract cost was $324,155.11, including the cost of price agreements covering 12' of 21" CMP, 26' of 24" arch pipe, adjusting mail boxes (NP), purchasing excess CMP materials (NP), R.C.-70 asphalt cement in seal in lieu emulsified asphalt cement in seal, aggregate in the seal and flagging. The net additional cost of the items was ($14,331.14 - $2,730.00) $11,601.14. The final cost overran the bid price plus price agreements $11,900.97 or 3.6%.

(more)

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY BUREAU OF PUBLIC ROADS	
SIGNATURE: R. A. Nichols		SIGNATURE: F. O. Morgan	
R. A. Nichols, Area Engineer			
TITLE: Area Engineer	DATE: 2-29-72	TITLE: Division Engineer	DATE: 3-16-72

PREVIOUS EDITIONS MAY BE USED UNTIL SUPPLY IS EXHAUSTED

The State's material certification indicates that there was reasonable conformity to the contract requirements. A copy of the State's material certification plus other supporting information is attached to the Division office copy of this report.

RECEIVED
MAR 20 1972
OFFICE OF
STATE HIGHWAY ENGINEER

JK:alc
Form E-421 (Rev. 11-71)

1-7-72

1-7-72

Reg. Engr. H. S. Coulter
Res. Engr. D. W. Greene

10 - Final
FINAL ESTIMATE RELEASE
State Of Oregon — Highway Division

Contract 7454
Prefix 513-1049
Job Frenchglen Highway - Wildlife Headquarters
County Harney
Highway FAS 824
Type of Work Grading & Paving
Contractor Babler Bros., Inc.
FAP S - 577 (1)
Awarded 9-10-70

		Time Extension	Approved
Specified Completion	225 CWD	None	
Work Completed	9-7-71; 207 CWD		
*Stop Work Time	---		
Penalty Days	None		

*Applicable to Specified Completion Date contracts only.

EXPENDITURE AUTHORIZATIONS		EXPENDITURES TO DATE		EXPENDITURES TO COMPLETE	
Contract Amount	$318,653.00	Paid Contractor	$337,155.11		
Anticipated Items	3,250.00	Final Estimate	5,000.00		
Subsequent Authorizations	---	Total	$342,155.11		
Contingency Allowance	14,485.63	Add for Deductions	---		
Contract Cost	$336,388.63	Contract Cost	$342,155.11		
Engineering	28,971.27	Engineering	27,707.78	Engineering	$ 85.27
State Force	---	State Force	---	State Force	---
Total	$365,359.90	Total	$369,862.89	Total	$ 85.27
		(a) Deductions	---		
		(b) Credits	48.16		
Total Original Authorization	$365,359.90	Expended to Date	$369,814.73	Anticipated Final Cost	$369,900.00 (+1.2%)

Deduction Items:

PRICE AGREEMENTS, EXTRA WORK AND STATE FORCE ITEMS

	Order No.	Date	Description of Work	Authorized	Est. Final Cost
			ANTICIPATED ITEMS		
	EW 1	9-18-70	Flagging (2,250)	2,250.00	558.88
	---	---	Erosion Control (1,000)	---	---
			CONTINGENCY ITEMS		
	PA 1	10-27-70	Furn. & Inst. Culv. Pipe	84.00	84.00
	2	10-27-70	Furn. & Inst. Arch Pipe	234.00	234.00
	3	10-27-70	Doc. Del. "Salv. & Relay Culv. End Secs"	---	---
	4	10-30-70	Adj. Mail Boxes	125.00	125.00
	5	6-1-71	Doc. Del. "Emnls. Asph. in Seal"	---	---
	6	6-1-71	Purch. Exc. Culv. Mat'ls.	48.16	48.16
	7	8-23-71	Place Seal Coat	14,275.00	13,281.10
b)	SF 1-290	10-11-71	Doc. Cr. for Culv. Mat'ls. Transf. to Maint.	48.16	48.16

Highway FAS 824 Type of Work Grading & Paving

Contractor Babler Bros., Inc.

FAP S - 577 (1) Awarded 9-10-70

		Time Extension	Approved
Specified Completion	225 CWD	None	
Work Completed	9-7-71; 207 CWD		
*Stop Work Time	---		
Penalty Days	None		

*Applicable to Specified Completion Date contracts only.

EXPENDITURE AUTHORIZATIONS		EXPENDITURES TO DATE		EXPENDITURES TO COMPLETE	
Contract Amount	$318,653.00	Paid Contractor	$337,155.11		
Anticipated Items	3,250.00	Final Estimate	5,000.00		
Subsequent Authorizations	---	Total	$342,155.11		
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Contract Cost	$336,388.63	Contract Cost	$342,155.11		
Engineering	28,971.27	Engineering	27,707.78	Engineering	$ 85.27
State Force	---	State Force	---	State Force	---
Total	$365,359.90	Total	$369,862.89	Total	$ 85.27
		(a) Deductions	---		
		(b) Credits	48.16		
Total Original Authorization	$365,359.90	Expended to Date	$369,814.73	Anticipated Final Cost	$369,900.00 (+1.2%)

Deduction Items:

PRICE AGREEMENTS, EXTRA WORK AND STATE FORCE ITEMS

Order No.	Date	Description of Work	Authorized	Est. Final Cost
		ANTICIPATED ITEMS		
EW 1	9-18-70	Flagging (2,250)	2,250.00	558.88
---	---	Erosion Control (1,000)	---	---
		CONTINGENCY ITEMS		
PA 1	10-27-70	Furn. & Inst. Culv. Pipe	84.00	84.00
2	10-27-70	Furn. & Inst. Arch Pipe	234.00	234.00
3	10-27-70	Doc. Del. "Salv. & Relay Culv. End Secs"	---	---
4	10-30-70	Adj. Mail Boxes	125.00	125.00
5	6-1-71	Doc. Del. "Emnls. Asph. in Seal"	---	---
6	6-1-71	Purch. Exc. Culv. Mat'ls.	48.16	48.16
7	8-23-71	Place Seal Coat	14,275.00	13,281.10
b) SF 1-290	10-11-71	Doc. Cr. for Culv. Mat'ls. Transf. to Maint.	48.16	48.16

Cost Books Checked 12-8-71 Final Voucher: (Date) 10-21-71 (Amount) 5,000.00

Accepted by Commission 10-20-71 Interest Paid N. A.

Approved R. D. [illegible] Program & Planning Engineer Date 1-6 1972

Approved [illegible] Deputy or Assistant State Highway Engineer Date 1-7 1972

STATE COPY

Monthly transaction number: 12-48	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION Bureau of Public Roads	te: Oregon
Project report number: 5	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County: Harney
Modification number: 1 * 7454	(PPM 21-7) 12-13-71	Project number: S-577(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on September 16, 1970, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 365,359	$ 371,759
Federal funds	$ 232,149	$ 236,200
Other revisions		

This modification is made for the following reasons:

Increase in cost of the project.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 13th day of December, 1971.

Oregon State Highway Division
(Official name of Highway Department)

By A S Johnson

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

By G H Green
(Division Engineer)

FOR R. E. Simpson

Form PR-2A (Rev. 4-70) Existing stocks of Form PR-2A (Rev. 10-68) will be used.

Oregon State Highway Division

Federal Aid
Project No. S-577(1)

FRENCHGLEN HWY.-WILDLIFE HEADQUARTERS SECTION OF

COUNTY FAS ROUTE 824 IN HARNEY COUNTY

Salem, Oregon, December 6, 1971

Revised Project Agreement Estimate.

Type Code 6201
Roadway (Sta. 100+00 to Sta. 400+65)

Temporary Protection and Direction of Traffic	All Required			$ 5,000.00
Clearing & Grubbing	All Required			7,000.00
Removal of Structures & Obstructions	All Required			1,800.00
General Excavation	42,800	cu.yd.	$ .75	32,100.00
Embankment in Place	35,600	cu.yd.	1.00	35,600.00
Overhaul	3,550	"C"-yd.sta.	.50	1,775.00
Trench Excavation	50	cu.yd.	10.00	500.00
Finishing Roadbed and Slopes	5.69	mile	1,000.00	5,690.00
Watering	1,750	M-gal.	5.00	8,750.00
Cinder Base (Grid Rolled)	72,000	cu.yd.	1.40	100,800.00
Emulsified Asphalt Concrete Mixture	6,800	ton	6.00	40,800.00
Emulsified Asphalt in Mixture	1,090	ton	50.00	54,500.00
Emulsified Asphalt in Seal	42	ton	65.00	2,730.00
1"-0 Aggregate in Prime Coat	770	cu.yd.	7.00	5,390.00
Emulsified Asphalt in Prime Coat	170	ton	55.00	9,350.00
18-inch Culvert Pipe	160	lin.ft.	7.00	1,120.00
24-inch Culvert Pipe	22	lin.ft.	10.00	220.00
30-inch Culvert Pipe	60	lin.ft.	13.00	780.00
36-inch Culvert Pipe	34	lin.ft.	18.00	612.00
48-inch Culvert Pipe	36	lin.ft.	30.00	1,080.00
42-inch Arch Type Pipe	18	lin.ft.	27.00	486.00
Extra for Asphalt Approaches	25	only	100.00	2,500.00
Salvaging and Relaying Culvert End Sections	7	only	10.00	70.00
				$ 318,653.00
Flagging (60% of Contractors Cost)	All Required			$ 2,250.00
Erosion Control	All Required			1,000.00
P.A. 7 Aggregate in Seal Coat	800	ton	8.00	6,400.00
				$ 9,650.00
	Subtotal			$ 328,303.00
	Engr. & Cont.			43,456.00
	Total			$ 371,759.00

Length of Project - - - - - - - - - 5.694 miles
Cost of Roadway per mile - - - - - - - - - - - $65,289.60

Oregon State Highway Division
Project No. S-577(1)

Federal Funds	$ 236,200.00
State Funds	67,779.50
County Funds	67,779.50
Total	$ 371,759.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

G-1-100%

Prefix - 513-1049

Contract No. 7454

STATE COPY

Form Approved; Budget Bureau No. 04-R2809

MONTHLY TRANSACTION NO.	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION BUREAU OF PUBLIC ROADS	STATE Oregon
9-54	**FEDERAL-AID PROJECT AGREEMENT**	COUNTY Harney
PROJECT REPORT NO. 3	*(PPM 21-7)* 7-16-70	PROJECT NO. S-577(1)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator and the Director of Public Roads relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Frenchglen Hwy.-Wildlife Headquarters Section

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	7-14-70	5.684
OTHER *(Specify)*		

FUNDS Pro Rata 63.349

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 365,359.00	$ 232,149.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By R Klaboe

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

By J L Green
(Division Engineer)
For R. E. Simpson

Date executed by Division Engineer SEP 16 1970

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Bureau of Public Roads.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Bureau of Public Roads and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Bureau of Public Roads.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Bureau of Public Roads the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Bureau of Public Roads the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Bureau of Public Roads, any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the rights-of-way of the Interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds.

(b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Bureau of Public Roads, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Bureau of Public Roads.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national origin. The contractor will take affirmative action to ensure that applicants are employed, and that employees are treated during employment without regard to their race, color, religion, sex, or national origin. Such action shall include, but not be limited to the following: employment, up-

Oregon State Highway Division

Federal Aid
Project No. S-577(1)

FRENCHGLEN HWY.-WILDLIFE HEADQUARTERS SECTION OF

COUNTY FAS ROUTE 824 IN HARNEY COUNTY

Salem, Oregon, September 11, 1970

Project agreement estimate.

Type Code 6201
Roadway (Sta. 100+00 to Sta. 400+65)

Temporary Protection and Direction of Traffic	All Required		$ 5,000.00
Clearing and Grubbing	All Required		7,000.00
Removal of Structures and Obstructions	All Required		1,800.00
General Excavation	42,800 cu.yd.	0.75	32,100.00
Embankment in Place	35,600 cu.yd.	1.00	35,600.00
Overhaul	3,550 C-yd.sta.	0.50	1,775.00
Trench Excavation	50 cu.yd.	10.00	500.00
Finishing Roadbed and Slopes	5.69 mile	1,000.00	5,690.00
Watering	1,750 M-gal.	5.00	8,750.00
Cinder Base (Grid Rolled)	72,000 cu.yd.	1.40	100,800.00
Emulsified Asphalt Concrete Mixture	6,800 ton	6.00	40,800.00
Emulsified Asphalt in Mixture	1,090 ton	50.00	54,500.00
Emulsified Asphalt in Seal	42 ton	65.00	2,730.00
1"-0 Aggregate in Prime Coat	770 cu.yd.	7.00	5,390.00
Emulsified Asphalt in Prime Coat	170 ton	55.00	9,350.00
18-inch Culvert Pipe	160 lin.ft.	7.00	1,120.00
24-inch Culvert Pipe	22 lin.ft.	10.00	220.00
30-inch Culvert Pipe	60 lin.ft.	13.00	780.00
36-inch Culvert Pipe	34 lin.ft.	18.00	612.00
48-inch Culvert Pipe	36 lin.ft.	30.00	1,080.00
42-inch Arch Type Pipe	18 lin.ft.	27.00	486.00
Extra for Asphalt Approaches	25 only	100.00	2,500.00
Salvaging and Re-laying Culvert End Sections	7 only	10.00	70.00
			$ 318,653.00
Flagging (60% of Contractor's Cost)	All Required		2,250.00
Erosion Control	All Required		1,000.00
			$ 3,250.00
	Subtotal		$ 321,903.00
	Engr. & Cont.		43,456.00
	Total		$ 365,359.00

Length of Project - - - - - - - - - - 5.694 miles
Cost of Roadway per mile - - - - - - $64,165.61

Federal Funds -	$232,149.00
State Funds -	66,605.00
County Funds -	66,605.00
Total	$365,359.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

G-1-100%

Prefix 513-1049

Contract No. 7454

RECEIVED
NOV 1 - 1971
FOR FILING
S-577(1)
1454

November 1, 1971

The Travelers Indemnity Company
700 Main Street
Hartford, Connecticut 06108

Gentlemen:

On October 21, 1971, we wrote to you concerning release of final payment on Contract No. 7454 awarded to Bahler Bros., Inc., for work on the Frenchglen Highway-Wildlife Headquarters Section of FAS 824 in Harney County.

Final payment on this contract is $5,000 and the total contract amount is $342,155.11 including $558.86 for work performed under force account.

Very truly yours,

Floyd Emery, Secretary
OREGON STATE HIGHWAY COMMISSION

Jhm

cc Bahler Bros., Inc.
4617 S. E. Milwaukie Avenue
Portland, Oregon 97202

Frank Morgan
Ivan Marchant
V. E. Skoog
Attn: John Berry
E. S. Coulter

RECEIVED
OCT 21 1971
FOR FILING

S-577(1)
7454

October 20, 1971

Oregon State Highway Commission

Gentlemen:

Work was completed September 7, 1971 on Contract No. 7454. The contract was with Bahler Bros., Inc., and was for grading and paving on the Frenchglen Highway-Wildlife Headquarters Section of the FAS 624 Highway in Harney County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective October 20, 1971, and that you concur in this procedure at the Commission meeting on November 30, 1971.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

R. L. Porter
State Highway Engineer

VG:dg

cc Floyd Query
Tom Edwards
A. E. Johnson
Cary Sund
F. D. Morgan
I. D. Merchant
L. H. Young
V. E. Skoog
H. S. Cox
H. S. Coulter

Fas 824 - Harney Co

County Court *for* Harney County

P. O. Box 1147
BURNS, OREGON 97720

October 1, 1971

Doug Greene, Resident Engineer
Oregon State Highway Department
Burns, Oregon

Re: FAS Road to
Malheur Bird Refuge

Dear Sir:

After inspecting the above road with yourself and two other Highway Engineers from the head office, and also our Road Supervisor, it is the opinion of our Road Supervisor and myself that this road has been completed in a satisfactory manner and we will now accept the same.

Sincerely,

Newton Hotchkiss

Newton Hotchkiss, Judge

S-577(1)
7454

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Frenchglen Hwy - Wildlife Hdqtrs		WEEK ENDING: September 25, 1971
		SECTION PREFIX: 513-1049
HIGHWAY: FAS 824		COUNTY: Harney
NAME OF JOB: Frenchglen Hwy - Wildlife Hdqtrs	KIND OF WORK: Grading and Paving.	
CONTRACTOR: Babler Bros., Inc.	CONTRACT NUMBER: 7454	FEDERAL AID PROJECT NUMBER: S-577(1)
DATE OF CONTRACT: Sept. 10, 1970	DATE WORK STARTED: Sept. 21, 1970	ESTIMATED COMPLETION DATE: Sept. 7, 1971
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS: 225 calendar	WORK DAYS USED: 207 calendar
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 92
PROJECT AUTHORIZATION: $ 365,359.90		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $ 336,388.63	ENGINEERING AUTHORIZATION: $ 28,971.27	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 342,155.11	this week -0-	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 101
	ENGINEERING COST TO DATE: $ 27,000.00	
ESTIMATED PERCENT: OVERRUN / UNDERRUN 2 %	PERCENT OF AUTHORIZATION: 94 %	DATE PROJECT WAS COMPLETED: Sept. 7, 1971

Semi-final submitted 9-21-71

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100	100	100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	5.69	5.69			5.69
MILES PARTIALLY COMPLETED	5.69	5.69			5.69
MILES COMPLETED	5.69	5.69			5.69
TOTAL ESTIMATED QUANTITIES (CONTRACT)	78,400	72,000			6,800
TOTAL QUANTITIES CORRECTED TO DATE	66,800	72,590			7,047
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	66,800	72,590			7,047
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Fair			
MONDAY	"			
TUESDAY	"			
WEDNESDAY	"			
THURSDAY	"			
FRIDAY	"			
SATURDAY				

RECEIVED
SEP 27 1971
CONSTRUCTION
DIVISION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	No activity.
TUESDAY	No activity.
WEDNESDAY	No activity.
THURSDAY	No activity.
FRIDAY	No activity.
SATURDAY	

REMARKS

Semi-final submitted 9-21-71. This is final Weekly Report.

SIGNED D.W. Greene, Res. Engr. LOCATION John Day

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

RECEIVED
MAY 25 1971
FOR FILING

Salem, Oregon
May 24, 1971

MEMO TO THE FILES

RE: Emulsion Binder and Cold Mix
Pavement
Cinders and Emulsion
Frenchglen Highway-Wildlife Headquarters
FAS 824
Contract No. 7454

C-77(1)
7-1-71

On the subject project, the base was made by placing a 16-inch thickness of grid rolled cinders. An emulsion binder shot was placed on the cinder base. Examination of this binder showed no penetration of the asphalt into the cinder base, thus leaving only a thin oil mat which was not bound to the base material. At the time of this inspection, a considerable amount of the binder had disintegrated under the small amount of traffic on this section. As far as the writer is concerned, the binder was of little benefit and practically a failure. This binder had been down approximately two weeks. It would be recommended for future binders for cinders that a cutback asphalt be used, probably an MC grade which has penetrating qualities where fine material is encountered would be suitable.

The primary purpose of the inspection on this project was to view the placing of the 2-inch pavement mat which was constructed from an 1"-0 cinder aggregate. This cinder aggregate was mixed in a twin pugmill with a CMS2H emulsion. The "C" means Cationic, the "MS" stands for medium setting, and the "H" signifies a hard base basphalt. An additive to retard the breaking of the emulsion was also being used along with some additional water.

At the start of the placing of the mat, as per usual the first-day foul-ups were encountered at the beginning of the operation, but smoothed out somewhat by mid-morning. Some 20 to 21 percent emulsion by weight was being used and the mix still appeared somewhat dry, probably due to a considerable amount of fine material in the aggregate. Irregardless of what was done, during the time that the mixing and placing was viewed, there was only about one-half of the 1/2-inch to 1-inch material being coated to anywhere near the degree that was desirable. The fine material appeared to be receiving a sufficient coat of the emulsion. It almost appeared that the larger cinder material was rejecting the asphalt. It is estimated that the uncoated or partially uncoated material would constitute at least 15 to 20 percent of the whole.

Laydown was erratic at first with a considerable amount of pulling occurring at the screed. Heat applied to the screed tended to eliminate most of this problem. The mix appeared to be quite critical and subject to pulling apart when the mat thickness was less than 2 inches. This again may have been caused by the large amount of fines prevalent in the mix.

NOTED
TOM EDWARDS

Rolling was being done with a vibrating type roller which appeared to be doing a good job except some cracking was observed when the lift of the mat was thin. Some breaking of the cinder aggregate under the roller was noted both when vibrator was on and off. This was especially true where thin mat areas were prevalent. During the rolling operation when the vibratory unit was being used, the roadway itself felt somewhat shaky although the base appeared to be solid. It is anticipated that it will be quite difficult to attain a densely compacted mat under the conditions previously mentioned.

It is anticipated that this mat where it has its full 2-inch depth will perform satisfactorily for the light traffic on this roadway, but if the traffic were of a heavier nature, its performance would be questioned. It is expected that some grooving in wheel tracks will occur.

Attached are some photos of the early operation.

An occasional inspection will be made to check its performance.

John H. Walker
Field Construction Engineer

JHW:fw
Attach.
cc: A. E. Johnson
F. B. Klaboe
W. H. Tebeau
C. J. Gregg
H. S. Coulter
D. W. Greene

RECEIVED
MAY 24 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 19 1971
FOR FILING

S-5277(1)
1454

May 19, 1971

Mr. Al Starns, Superintendent
Harney County Intermediate
Education District
Box 72
Burns, Oregon 97720

Dear Mr. Starns:

This is in response to your recent request for assistance in providing the cost of a retaining wall near the Bodhouse School.

This project is on the county road system and is not under jurisdiction of this agency as far as operation and maintenance is concerned. Any additions or alterations to the contract, which is the subject of an agreement between Harney County and the Highway Commission, should be discussed with Harney County. The Highway Commission, I am sure, would cooperate with the County insofar as they can, but this type of addition to a County federal-aid contract should originate with the County.

Very truly yours,

R. L. Porter
State Highway Engineer

RLP:fs

cc Robert F. Smith
Speaker of the House

Anthony Yturri
State Senator

Newton Hotchkiss
County Judge

Tom Edwards
F. B. Klaboe
A. L. Johnson H. S. Cox
Victor D. Wolfe H. S. Coulter
R. B. Sipprell

FORM E-30 (REV. 10-60)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

SALEM, OREGON
May 5, 1971

To: Mr. Tom Edwards
Deputy Engineer

BUILDING

SUBJECT: Assignment EDW #11
Request for retaining wall
by Sodhouse School
County FAS 824
Harney County

Herewith is a suggested reply to Mr. Al Starns, Supt. of Harney County Intermediate Education District regarding State authorizing funds for construction of a retaining wall adjacent to Sodhouse School in Harney County, Oregon.

We contacted Judge Hotchkiss and he indicated Harney County would possibly go along with State as a joint venture on an asphaltic curb within the road right-of-way.

The construction plans show a 200 foot approach to the Sodhouse School at approximately Engineer's Station 318+15, Sheet 10.

H. S. Cox
County and City Engineer

By D. N. Harwell

D. N. Harwell
Coordinating Engineer

DNH:ljt

Att.

RECEIVED
MAY 4 1971
OFFICE OF
STATE HIGHWAY ENGINEER

.LGM

LAG MCE 66 5-12-71 4.05PM

BUD SHIRLEY

THE FOLLOWING LETTER WAS RECD FROM COUNTY SCHOOL SUPT, HARNEY COUNTY, BURNS, OREGON--

APRIL 29, 1971

CHAIRMAN OF THE BOARD
STATE HIGHWAY COMMISSION
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

DEAR SIR

I WAS RECENTLY INFORMED BY THE SCHOOL BOARD MEMBERS OF THE SODHOUSE SCHOOL THAT THE HIGHWAY COMMISSION WOULD NOT MAKE ANY CORRECTION FOR THE SAFETY OF CHILDREN AS DETERMINED BY THE LOCAL BOARD IN THE SODHOUSE DISTRICT IN THE CONSTRUCTION OF THE HIGHWAY LEADING INTO THE MALHEUR GAME REFUGE.

WE ARE MOST APPRECIATIVE OF THE CONSTRUCTION AND IMPROVEMENT ON THE LATERAL ROAD LEADING OFF HIGHWAY NO. 205, HOWEVER THE INCREASED HEIGHTH OF THE ROAD OVER ITS PREVIOUS LEVEL WILL CREATE AN UNSAFE CONDITION FOR THE CHILDREN AN PROPERTY.

WE ARE ASKING THAT A RETAINER WALL BE CONSTRUCTED TO PREVENT ANY UNATTENDED VEHICLE PARKED IN FRONT OF THE SCHOOL FOR THE SAFETY OF THE CHILDREN ON THE PLAYGROUND AND PROPERTY DAMAGE SHOULD A VEHICLE GO INTO THE PLAYGROUND.

BIDS ARE BEING SECURED BY THE SODHOUSE SCHOOL BOARD AND THE REPLACEMENT OF A WALL AND FENCE WILL BE NECESSARY VERY SOON SINCE COMPLETION OF WORK ON THE ROAD IS NEARING THE POINT OF NO RETURN.

YOUR COOPERATION ON THIS MATTER IS MOST APPRECIATED AND WOULD LIKE VERY MUCH FOR THE HIGHWAY COMMISSION TO AUTHORIZE FUNDS FOR THIS SMALL PORTION OF WALL, SINCE THIS IS AN UNBUDGETED ITEM FOR THIS SMALL TWO-ROOM SCHOOL AND FINANCES ARE DIFFICULT TO COME BY OUT OF A $15,636.00 BUDGET.

SINCERELY,

/S/ AL STARNS

AL STARNS, SUPERINTENDENT
HARNEY COUNTY INTERMEDIATE EDUCATION DISTRICT

CC SPEAKER BOB SMITH
SENATOR ANTHONY YTURRI"

TOM EDWARDS
HL

3/4.

ROUGH DRAFT
DNH:ljt
5/5/71

cc: Rep. Robert Smith, House Speaker
Senator Anthony Yturri
Hon. Newton Hotchkiss, Harney County Judge

bc: H. S. Coulter
Babler Bros., Contractor
? ? ?

Harney County Inter Ed District
Courthouse
Box 72
Burns, Oregon 97720

Attn: Mr. Al Starns, Supt.

Gentlemen:

In reply to your letter of April 29 requesting the State Highway Commission to authorize funds for construction of a retaining wall adjacent to the Sodhouse School, we are somewhat at a loss as to whether you mean an actual retaining wall or a curb strip for safety purposes.

The project currently under construction on Sodhouse Lane adjacent to the school is approximately 60 per cent completed, and is a Harney County Federal Aid Secondary project, being constructed as a cooperative venture by County, State, and Federal agencies, with the contractor being Babler Bros., Inc.

The questions that immediately come to mind are: (a) Is the requested wall to be on county road right-of-way, or on school property? (b) Is it to be a wall or curb? (c) Does the school district intend to pay the costs?

We have contacted Hon. Newton Hotchkiss, Judge, and he informs us these are questions that he also has no answer for at the moment, and in no event could County, Federal, or State pay for work outside the road right-of-way limits.

We would relate that the State Highway Commission normally does not expend monies on local jurisdictional roads other than those covered by agreement and in this instance would suggest you contact the county and the contractor to determine if this can be worked out locally and jointly.

If the foregoing creates a hardship on the district, perhaps another request indicating your desire, and answers to the questions posed above, could be submitted. Some arrangement might possibly be worked out whereby this request can be fulfilled with work confined to the right-of-way of the road as a cooperative venture by County and State.

Vty,

Porter by Edwards

FAS 824 Harney Co

AL E. STARNS

REFERRED TO Admin. BY SECRETARY

County School Superintendent

HARNEY COUNTY
BURNS, OREGON

April 29, 1971

Edwards
Ont Place

Chairman of the Board
State Highway Commission
State Highway Building
Salem, Oregon 97310

Dear Sir:

I was recently informed by the School Board Members of the Sodhouse School that the Highway Commission would not make any correction for the safety of children as determined by the local board in the Sodhouse district in the construction of the highway leading into the Malheur Game Refuge.

We are most appreciative of the construction and improvement on the lateral road leading off Highway No. 205, however the increased heighth of the road over its previous level will create an unsafe condition for the children and property.

We are asking that a retainer wall be constructed to prevent any unattended vehicle parked in front of the school for the safety of the children on the playground and property damage should a vehicle go into the playground.

Bids are being secured by the Sodhouse School Board and the replacement of a wall and fence will be necessary very soon since completion of work on the road is nearing the point of no return.

Your cooperation on this matter is most appreciated and would like very much for the Highway Commission to authorize funds for this small portion of wall, since this is an unbudgeted item for this small two-room school and finances are difficult to come by out of a $15,636.00 budget.

Your response will be appreciated.

Sincerely,

Al Starns

Al Starns, Superintendent
Harney County Intermediate Education District

RECEIVED
MAY 3 1971
OFFICE OF
STATE HIGHWAY ENGINEER

CC: Speaker Bob Smith
Senator Anthony Yturri

RECEIVED
COUNTY & CITY SECTION
MAY 4 1971
☐ ENGR. ☑ COOR. ☐ OE ☒ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☐ RPE ☐

RECEIVED
MAY [illegible] 1971
OREGON
STATE HIGHWAY COMMISSION

RID

Hotchkiss
7101-573-6356

RECEIVED
SEP 17 1970
FOR FILING

S-577(1)
7454

September 17, 1970

Bahler Bros., Inc.
4617 S. E. Milwaukie Avenue
Portland, Oregon 97202

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7454 for work on the
Frenchglen Highway-Wildlife Headquarters
Section of FAS 824 in Harney County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cr
Enclosure

cc The Travelers Indemnity Co.
700 Main Street
Hartford, Connecticut

Frank Morgan
Ivan Merchant
H. S. Coulter
D. W. Greene

OREGON STATE HIGHWAY DEPARTMENT

FORM A-150 (3-64)

HIGHWAY DEPARTMENT INVOICE

NO. 103355

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
9-11-70	CC 1975		513-1049-297

Harney County
Courthouse
Burns, Oregon 97720

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

RECEIVED
COUNTY & CITY SECTION
SEP 14 1970
ENGR. COOR. CE AE UE
UPE CE RE RPE

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Attention: Honorable Newton Hotchkiss, County Judge			
Advance Deposit			73,100.00
Partial transfer of the advance deposit for the construction of the Frenchglen Highway-Wildlife Headquarters Section, FAS 824, covered by agreement dated 11-18-69			53,100.00
To be retained			20,000.00

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $_____

By _____

FAS

August 14, 1970

Harney County Court
Courthouse
Burns, Oregon 97720

RECEIVED
COUNTY & CITY SECTION
AUG 14 1970
☐ ENGR. ☑ COOR. ☑ OE ☐ AE ☑ UE
☑ UPE ☐ CE ☐ RE ☑ RPE ☐

Attention: Hon. Newton Hotchkiss
County Judge

Gentlemen:

On August 13, 1970, a satisfactory bid was received from Babler Brothers, Inc., Portland, Oregon 97202, for the Frenchglen Highway Wildlife Headquarters Section, FAS 824. As per the agreement between State and County, the following advance deposit is required from the County prior to awarding of a contract.

Bid Items	$ 318,653.00
Flagging	2,250.00
Erosion Control	1,000.00
13½% Engineering and Contingencies	43,456.90
Estimated Total Cost	$ 365,359.90

County Advance Deposit:

20% of $365,359.90=$73,071.98 or say $73,100.00

Please make this advance deposit in the amount of $73,100.00 payable by check or warrant to the Oregon State Highway Commission and forward same to this office.

Very truly yours,

H. S. Cox
County and City Engineer

By

Harold Reynoldson
Rural Program Engineer

HR:lat

Form 734X 5M Rev 8-58

OREGON STATE HIGHWAY DEPARTMENT

JOB NO.

Summary of Bids Received and Construction Authorization

Project [illegible] HIGHWAY-WILDLIFE HEADQUARTERS SECT F. A. Project No. S 5770[illegible]

Highway [illegible] /SOD HOUSE ROAD/ Engineer's Estimate 308,522.0[illegible]

County [illegible] Y Date Bids Received 08/13/7[illegible]

NAME AND ADDRESS OF BIDDER	AMOUNT OF BID
[illegible] INC	318,653.00
[illegible] 2	
[illegible] & JAY CO INC	327,664.50
[illegible] + SON	342,567.00
[illegible] - R MC [illegible] CONSTRUCTION CO	358,863.50
[illegible] CONTRACTORS INC	380,526.00

[illegible] ACTIVE ENGINEER'S ESTIMATE

CONSTRUCTION AUTHORIZATION

Contract amount . . . . . $ 318,653.00

Additional anticipated items:

FLAGGING /STATE SHARE/ 2,250.00

EROSION CONTROL 1,000.00

ENGINEER'S RECOMMENDATION

County [illegible] Date Bids Received 08/13/7[illegible]

	NAME AND ADDRESS OF BIDDER	AMOUNT OF BID
1	[illegible] BROS INC [illegible]	318,653.00
2	[illegible] CO INC [illegible]	327,664.50
3	[illegible] + SON [illegible]	342,507.00
4	[illegible] CONSTRUCTION CO [illegible]	358,863.50
5	[illegible] CONTRACTORS INC [illegible]	380,526.00

[illegible] ENGINEERS ESTIMATE

CONSTRUCTION AUTHORIZATION

Contract amount . . . . . $ 318,653.00

Additional anticipated items:

FLAGGING /[illegible] 2,250.00

EROSION CONTROL 1,000.00

Subtotal . . . . . $ 321,9[illegible]

Contingencies and engineering 13 1/2% . . 43,456.90

Subtotal . . . . . $ 365,359.90

Credit for maintenance rock . . . . .

Net construction authorization . . $ 365,359.90

ENGINEER'S RECOMMENDATION

[illegible] State Highway Engineer

[illegible] Highway Engineer

[illegible] District Engineer, B.P.R.

RECEIVED
NOV 12 1970
FOR FILING

S-5722(1)
7454

September 10, 1970

Babler Bros., Inc.
4617 S.E. Milwaukie Avenue
Portland, Oregon 97202

Gentlemen:

The State Highway Commission on August 18 accepted your proposal for grading and paving on the Frenchglen Highway-Wildlife Headquarters Section of FAS 824 in Harney County for the sum of $318,653 and referred it to the State Highway Engineer with authority to award the contract as soon as approval of Harney County is received and the sum of $73,100 is deposited by the County.

Those conditions were fulfilled and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 7454.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar workday count on this contract will begin September 22, 1970.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cc
Enclosures

bc: Pacific Builder & Engr., Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle, Wn., & Portland, Ore.
F. D. Morgan
I. D. Merchant
H. S. Coulter
D. W. Greene
William Geibel (SAIF)

RECEIVED
JUL 13 1970
FOR FILING

S-5771(1)
7454

July 6, 1970

MISC. CONTRACTS and AGREEMENTS No. 3783

Harney County Court
Courthouse
Burns, Oregon 97720

Attention: Don C. Filtsen
County Clerk

Gentlemen:

Attached for your records is a fully executed copy of an agreement pertaining to construction of the Frenchglen Highway-Wildlife Headquarters Section of Sod House Lane (FAS 824).

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

Floyd Quary, Secretary
OREGON STATE HIGHWAY COMMISSION

fhm
Att.

cc H. S. Cox
(conf. agreement attached)

RECEIVED
JUN 29 1970
FOR FILING

S-577(1)
7454

June 18, 1970

Executive Department
Federal Aid Coordination Unit
Room 5 State Capitol
Salem, Oregon

Gentlemen:

In compliance with step 7 of Procedure 13-020-02 of Executive Memorandum 02-270-02, we are submitting one copy of the completed application for federal-aid funding of the following Secondary projects:

Item No.	Project No.	Name
1033	SU-481(4)	S. Umpqua River (Oak Avenue) Bridge
1034	S-577(1)	Frenchglen Highway-Wildlife Headquarters Sec.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

Encls.

JG:fa

cc: R. N. Chase

RECEIVED
JUN 29 1970
FOR FILING
S-5277(1)
I-7454

June 18, 1970

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street N.E.
Salem, Oregon

Dear Sir:

We are submitting program data for four Secondary projects, Items 1033 through 1036, which we desire to have included in the Federal Aid Secondary Highway Program.

These projects have been selected by the State Highway Commission and local authorities in cooperation with each other as required by the Federal Aid Act.

We are enclosing copies of the State Clearinghouse's approval for Items 1033 and 1034 and a copy of the District Clearinghouse's approval for Item 1034. The clearinghouse for District No. 6 is not functioning at the present time; therefore, no district review will be made for Item 1033. Items 1035 and 1036 do not require clearinghouse review under the provisions of paragraph 2b of IM 50-1-70 as right of way for these projects was acquired prior to 9-30-69.

It is our intention to receive bids for these projects on July 23, 1970.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

Encl.

JG:1a

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

6-18-70

FEDERAL-AID P (PPM 2

	REPORT NUMBER	PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEA
CARD 2	1 (19) (20)	Co. Rd. 1.5 mi. S. of Narrows, E. 5.7 mi. 21 65	ADT	50	80 (66) (70)	9 (71)

	CHARACTER OF PROPOSED WORK (35 typewriter spaces)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUT
CARD 3	Gr., Dr., High-Type Pave. 28 62	(63) (65)	(66) (68)	(69)	(70)	(71)	(72) (73)	(74)

CARD 4	CLASS OF FEDERAL FUNDS: Secondary	COUNTY NAME: Har	
	NAME OF URBAN AREA 17-31	ROUTE NO. S	FEDERAL-AI 824

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT C: TOTAL ESTIMATED COST	FEDERAL FUNDS
1	(1418)	(15	41	42	43 48	53		(54) (58)	(59) (66)	(67) (7
5					PE		Co. Rd. 1.5 mi. S. of Narrows, E. 5.7 mi. (Frenchglen Hwy.- Wildlife Headquarters Section)			
5					ROW					
5					CONST (CODE) 6201			5.7	365,000	231,000
								5.7	365,000	231,000

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS
1	14	PROGRAM APPROVAL DATES	(16) (23) (24)

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

18-70

		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
.7 mi.	ADT	50	80	90	08	Oregon	35	022	1034

SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
					S-	577	(1)		

COUNTY NAME: Harney — CODE: 025

ROUTE NO.: S — FEDERAL-AID: B24 — STATE: Co. Rd. — U.S.:

PROGRAM STAGE: [ ] 1 OR [X] 2

MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
5.7	365,000	231,000	67,000	67,000 (Co.)	Grade, drain, 2-12' lanes high-type pave. with 2' shoulders. ROW - 80' min.; Access Control - None; Parking Restrictions - None.
5.7	365,000	231,000	67,000	67,000 (Co.)	

REMARKS

-over-

USCOMM DUSCOMM-DC 48905-P61

RECEIVED
JUN 18 1970
FOR FILING

cc: P. B. Kinboe
D. J. Barbee
L. N. Young
R. N. Chase

OREGON STATE HIGHWAY DIVISION

5-577(1)
HIGHWAY BUILDING 7454 • SALEM, OREGON • 97310 • Phone 364-2171

June 17, 1970

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
Salem, Oregon

Frenchglen Highway-Wildlife Headquarters Section
Sodhouse Lane, FAS 824
Harney County

Dear Sir:

You are in receipt of a PR-1 Form for the subject FAS-C project which affects the Malheur National Wildlife Refuge. Pursuant to Section 3, Article 16, paragraph 5 of the Oregon Secondary Road Plan Agreement and in accord with Section 18 of the 1968 Federal-Aid Highway Act (Section 138, Title 23, U.S.C.), we are offering further information in addition to the programming data shown on the PR-1 Form.

The proposed project is on a Harney County road which lies partly in the Malheur National Wildlife Refuge. The route, Sodhouse Lane, has been a long established county road and no additional right-of-way is required for the project. The road improvement project will certainly not be a detriment to the Wildlife Refuge, but will rather be a benefit by providing an all-weather bituminous surfaced access from the Frenchglen Highway to the Refuge Headquarters.

Surfacing materials will be taken from a cinder pit located on Refuge property which is already open and in use. Harney County is obtaining a permit from the Wildlife Refuge Supervisor for the removal of cinders from this pit with the provision that materials will be removed in such a manner as not to damage the aesthetic character or environment of the surrounding land.

H. S. Cox
County and City Engineer

By

R. H. Prange
Field Engineer

RHP:mm

RECEIVED
JUN 17 1970
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
H. S. COX

June 12, 1970

Mr. Si Cox
State Highway Dept.
Salem, Oregon

Gentlemen:

Should it be determined that there is not a sufficient amount of cinders in the Refuge pit to complete the Malheur Refuge entrance road, we, the undersigned Marcus J. Haines and Edna Haines, Husband and wife, do hereby agree to sell to the job Contractor sufficient cinders from our property adjacent to the Bird Refuge pit to complete the job.

Consideration to be ten (10) cents per cubic yard for cinders.

Agreement regarding removal of cinders, leveling of overburden, fencing and any other details will be worked out between the job Contractor and ourselves.

Marcus J. Haines

Edna G. Haines

Frenchglenn Hwy - Wildlife Hdqtrs Sec
Sod House Lane
FHS Bdy
Harney County

RECEIVED
JUN 15 1970
ENGINEER
COUNTY & CITY DIVISION

Copy to:- John Oaks
L. G. Swanson
Scott. Cutler
R. N Chase

Oregon State Highway Commission
State Highway Building
Salem, Oregon 97310

Attention: County and City Department

SUBJECT: Federal Aid Project No. _____

Highway No. FAS 824

Project Name Frenchglen Hwy.-Wildlife Refuge Headquarters

1. We hereby certify that, to the best of our knowledge and belief, all rights-of-way or rights-of-entry for the above referred to Federal-aid project have been secured.

2. We hereby certify that: (check two)

☒ There has been no displacement of persons from residences, farms, or businesses; or

☑ That all incidental charges related to the transfer of property have been paid by County pursuant to subsection 507 of Section 30 of the Federal-aid Highway Act of 1968.

☑ In accordance with Section 30 of the Federal-aid Highway Act of 1968, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals and families have been relocated to, or offered, decent, safe, and sanitary housing.

3. We hereby certify that the occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to Federal-aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Burns, Oregon,

this 3rd day of June, 1970.

HARNEY County

Newton Hotchkiss
Judge

George N Tundy
Commissioner

John Burns
Commissioner

RECEIVED
JUN 5 - 1970
ENGINEER
COUNTY & CITY DIVISION

NOTED
HAROLD
REYNOLDSON

Copy to: John Oaks
R. G. Swenson
Scott Coulter
R. N. Chase

(5/12/70)

NOTED
DON HARWELL

RECEIVED
JUN 16 1970
FOR FILING

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

June 11, 1970

Mr. R. E. Simpson, Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97310

Re: Frenchglen Hwy-Wildlife Headquarters Sect.
Sod House Lane, FAS 824
Harney County

Dear Mr. Simpson:

In the construction of the subject FAS-C project we wish to specify that the contractor will obtain cinders for base and wearing surface material from one source only. The specified cinder pit is at the easterly end of the project and lies on the south side of the road opposite Station 406. There are several reasons why we feel that this pit be a mandatory source from which cinders should be taken:

1. The site has been inspected and samples have been tested, and the cinders in this pit have been found to be adequate in quality and quantity.

2. The pit is already open and available for use.

3. There is ample material overlaying the cinders for roadbed borrow while taking of the material will, at the same time, strip the cinder overburden.

4. Since the pit is immediately adjacent to the project, the length of haul will be reduced to a minimum and the contractor will not be required to construct and maintain a haul road.

5. There are no other cinder sources in the area so easily accessible.

6. The Harney County officials have obtained the necessary permits for the removal of cinders from this pit on both public and private lands.

Based on our judgment of the situation, we feel that it would be in the public interest to designate the above-mentioned cinder pit as a mandatory material source and request your concurrence.

Very truly yours,

Forrest Cooper
State Highway Engineer

By: [signature]
H. S. Cox
County and City Engineer

RHP:ljt

cc: F. B. Klaboe
D. J. Barbee
L. H. Young
C. G. Swenson

RECEIVED
JUN 11 1970
OFFICE OF
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

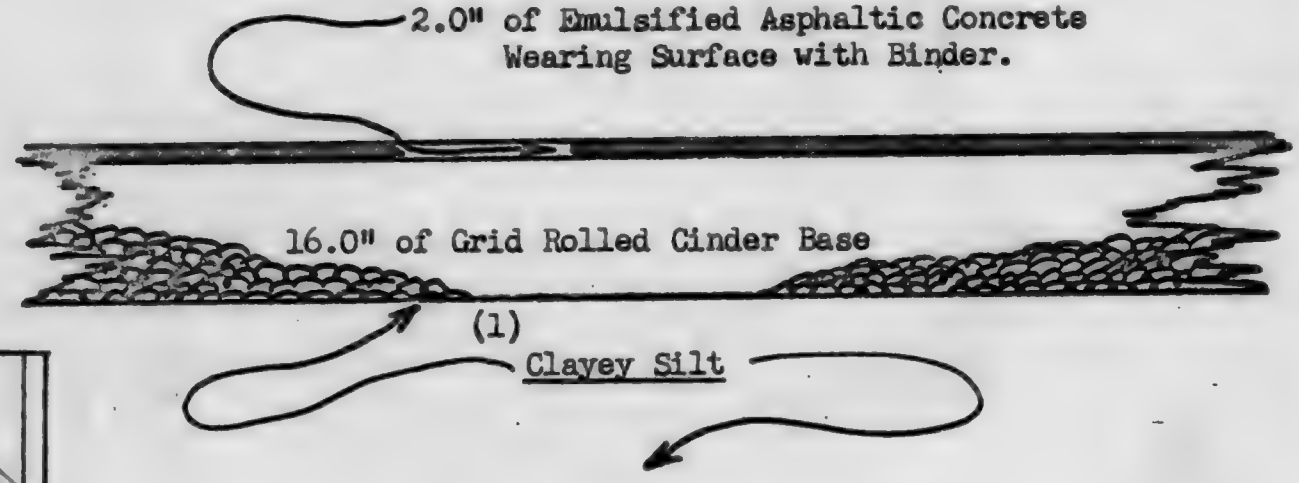
Section FRENCHGLEN HIGHWAY - MALHEUR WILDLIFE GAME REFUGE Highway F.A.S. 824 County Harney Prefix 513-1471

Res. Engr. _____ Approx. Length 5.8 Miles. Sta. _____ to Sta. _____ Date 6-10-70

Mean Truck A.D.T. 7 Traffic Coefficient 5.0 18 kip s.a. per day 1.0.

Annual Precipitation 10"± Frost Penetration 36"±.

(1)
Typical Soil
41 LL
10 PI
99 %P 10
76 %P200
1 %Gravel
4 %C Sand
19 %F Sand
55 %Silt
21 %Clay
3 "R" Value



	CBE Total Req.	Credit	Actual Thick.	
			2.0	E.A.C. W.S.
			16.0	G.R.C.B.
	17.0		*18.0	

*See Page 2 for remarks.

AASHO CLASSIFICATION:
A-5 (8)

MATERIAL SOURCES:
S.P.R.

RECEIVED JUN 19 1970 FOR FILING

NOTED E. R. KLABOE

Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Design Engineer
Specifications Engineer
Final Design Engineer
Division Geologist

Submitted by E. J. Engr for Staff Assistant

Recommended by John Jenkins Engineer of Materials

Recommended by H. F. Decker asst Construction Engineer

Approved by J. B. Klaboe Asst. State Highway Engineer

SECTION: FRENCHGLEN HIGHWAY - MALHEUR WILDLIFE GAME REFUGE

HIGHWAY: F.A.S. 824

COUNTY: Harney

"OTHER ROADS"

Traffic Coefficient	A.C. Wearing Surface	3/4"-0 Aggregate Base	Aggregate Base	"CBE" Total Requirement	Actual Thickness
NONE					

* Remarks:

The surfacing thickness is equal to approximately one-half the frost penetration or 18.0".

The Materials Division has provided a mix design, using cinders and emulsion pugmill mixed, for this project.

Should substitutions be made use the "CBE" Total Requirement column to obtain the "Total Thickness Required" and the table below for values:

1.0"	Asphalt Concrete	=	2.0 "	Crushed Base
1.0"	Plant Mix Bituminous Base	=	1.8 "	Crushed Base
1.0"	Cement Treated Base	=	1.8 "	Crushed Base
1.0"	Oil Mat	=	1.1 "	Crushed Base
1.0"	Stone Subbase	=	0.8 "	Crushed Base
1.0"	Lime Treated Subgrade	=	0.8 "	Crushed Base

Above factors apply to materials that comply with Standard Specifications, Supplemental Standard Specifications, and Special Provisions.

TRAFFIC ANALYSIS

SECTION: FRENCHGLEN HIGHWAY - MALHEUR WILDLIFE GAME REFUGE

HIGHWAY: F.A.S. 824

COUNTY: Harney

50 Present ADT (19 69)

10 Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ONE WAY EWL	AVERAGE ANNUAL EWL
2	4	1.6	6	5	450	2,250
3	1	1.6	2	2	1000	2,000
4	0	---	--	--	1250	- - -
5	0	---	--	--	3180	- - -
6	0	---	--	--	2570	- - -
				7	TOTAL	

TOTAL AVERAGE ANNUAL DESIGN EWL 4,250

TWENTY YEAR EWL 85,000

TRAFFIC COEFFICIENT 5.0

SECTION: FRENCHGLEN HIGHWAY - MALHEUR WILDLIFE GAME REFUGE

HIGHWAY: F.A.S. 824

COUNTY: Harney

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good _____ Fair _____ Poor _____
   Remarks: None in area
5. Cost Comparisons: See remarks

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: Oil
7. Stage Construction: Not applicable
8. Depressed, Surface, or Elevated Design: Surface
9. Conservation of Aggregates: See remarks
10. Stimulation of Competition: See remarks
11. Construction Consideration: See remarks
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: County prefers this type construction.
13. Traffic Safety: Not a problem
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction.

CONCLUSION AND REMARKS:

No cost comparison made as traffic does not warrant use of C.R.P.C.C.

ADT: 1970 - 50
1990 - 80

SAFETY: _____

MEMO TO R. N. CHASE Date May 29, 1970

FAS 824, HARNEY COUNTY, Frenchglen Hwy-Wildlife Headquarters SECTION

TERMINI: Beginning at the junctions of Frenchglen Hwy., FAS 450, and FAS-C 824, which is approximately 24 miles south of Burns, then easterly 5.7 miles to the entrance of Malheur Wildlife Refuge. M.P. 0.00 to 5.7

PROPOSED WORK: Grade, drain, base and pave.

PROJECT LENGTH: 5.7 miles

COSTS:	TOTAL	FEDERAL	STATE	COUNTY	OTHER
CONSTRUCTION	$365000	219,000	73,000	73,000	

EXISTING FACILITIES: Gravel roadway 24 to 26 feet in width. The existing horizontal alignment is generally good.

ADJACENT SECTIONS:
EAST END: 26' gravel roadway.
WEST END: 24' gravel roadway.

PROJECT DATA: Grade, drain, base with cinders and surface with a 2" pug mill mix using cinders and emulsified AC. Total top width of 28' is to be surfaced with this mix and finished with a seal coat. County will adjust the existing small structures and do the signing and striping.

RIGHT-OF-WAY: 80 feet
ACCESS CONTROL: None

RR XING: None
MINIMUM DESIGN STANDARDS: The slopes on a very short section of this project have been increased so additional land will not have to be taken from the game refuge for R/W. Our soils section was contacted and after considering the type of material and the amount of precipitation involved, they feel there will be no problems.

SYSTEM ACTION: Completed
PUBLIC HEARING: Not necessary because no additional R/W was taken.
UNUSUAL OR COMPLICATED SITUATIONS:

ROUTE DATA:
Park and recreation area affected----------No
Relocation assistance: Because no additional R/W was necessary there was no assistance required.
Social, economic & environmental effects considered----------Yes
Location and design approval----------
Clearinghouse approval----------3/23/70
Hwy. will have control of utilities on R/W by agreement with County prior to contract award.

To: L. N. Young 6/8/70

NOTED
H. S. COX

May 12, 1970
(date)

Harney County Court
Courthouse
Burns, Oregon 97720

In order to comply with requirements of the Bureau of Public Roads covering protection of public resources such as recreational areas, historical sites, wild life refuges, or any other facility in which the public has a specific interest, it is required that local public authorities should be consulted regarding the impact on these resources of a planned highway improvement.

Would you please fill out the form below regarding these resources and return it to the Oregon State Highway Department, County and City Division, State Highway Building, Salem, Oregon (97310). Retain the second copy for your records.

Highway FAS 824

Section Frenchglen Hwy.-Wildlife Hdqts. Grade and Pave

Do you know of any public organization or quasi-official organizations that might be opposed to this project on the grounds of interference with recreational, historical, or public resources? Yes ☐ No ☒

If answer is yes, please list organizations:

RECEIVED
MAY 22 1970
ENGINEER
COUNTY & CITY DIVISION

5/20/70
(date)

By Newton Stebbins
Judge

By George R. Purdy
Commissioner

By
Commissioner

NOTED
HAROLD
REYNOLDSON

NOTED
R. H. PRANGE

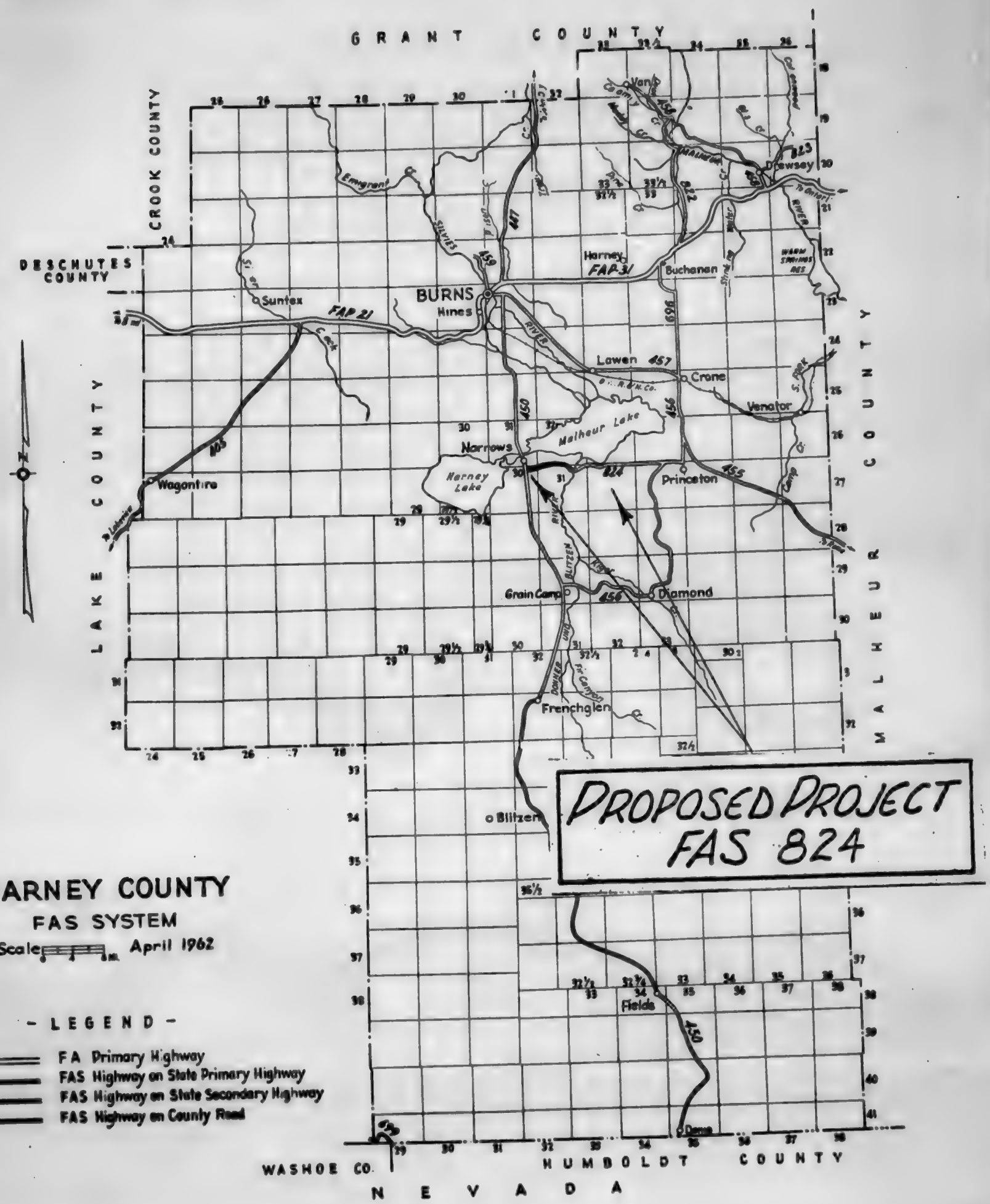
cc: L. H. Young
Attn: Duane Ridings

NOTED
RICHARD UNRUH

Noted
Oscar H. Norberg

NOTED
MAINOR C. HOLMES

NOTED
DON HARWELL



HARNEY COUNTY

FAS SYSTEM

Scale 0 4 8 mi. April 1962

- LEGEND -

- FA Primary Highway
- FAS Highway on State Primary Highway
- FAS Highway on State Secondary Highway
- FAS Highway on County Road

FORM S-30 (12-57)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

NOTED
H. S. COX

La Grande, Oregon
April 30, 1970

SUBJECT: Frenchglen Highway -
Malheur Wildlife Refuge
FAS 824

To:

Mr. E. S. Hunter
Maintenance Engineer
Salem

It is requested that the crushing and stockpiling of 5,000 cubic yards of 1/2"-0 paving material and 2,000 cubic yards of 1/4"-#10 sealing material be included in the proposed FAS-C project, Frenchglen Highway-Malheur Wildlife Refuge Headquarters Section.

July 23 5

It is felt that by including this work in this contract, a better price can be achieved for the maintenance materials which are needed, and also the crushed materials needed on the county road project. The specifications for this are attached.

Your approval is recommended.

H. S. Coulter
Division Engineer

By Alfred Shirley Jr

Alfred Shirley, Jr.
Assistant Division Engineer

NOTED
HAROLD REYNOLDSON

AS:dj

cc D. J. Barbee

Hunter to furnish
Info. necessary.
B

Rowling
1 Barbee B
2 Hall
A. Olson
Temple
Terpin
3 Swenson
Trout
Wills
Hackleman
Scott
R. Olson
Carstensen

RECEIVED
MAY 1 1970
DESIGN
DIVISION

NOTED
H. S. COX

SALEM, OREGON
April 28, 1970

Mr. D. J. Barbee
Design Engineer
BUILDING

Attention: Mr. P. L. Carstensen

Frenchglen Hwy-Wildlife Hdqtrs. Sec.
Sod House Lane
FAS 824
Harney County

Herewith is the field survey material for subject project.

A number of changes in the field base design for this project are suggested. (1) The entire base be 18 inches of cinder (base design coming from Gregg). (2) The top 5 inches of this base be grid rolled to reduce the cinders to 1 inch minus. (3) The top 4 inches of the above 5 inches are to be mixed with emulsion using some sort of a roto-tilling machines. (4) A seal coat is to be placed on top. Mr. Decker has been consulted and is agreeable to these changes.

At Station 160± there appears to be a possibility of necessary additional right-of-way. We are requesting that all possible effort be made to reduce the width so the project can remain within the present 80-foot right-of-way. Is it necessary to have a ditch on top of a hill in this very dry area?

Harold Reynoldson
Planning Engineer
County and City Department

HR:ljt

To Clarence Gregg

NOTED
P. B. Arensmeier

NOTED
MAINOR C. HOLMES

NOTED
R. H. PRANGE

Noted
Oscar H. Norberg

NOTED
RICHARD UNREIN

NOTED
DON HARWELL

Narrative Report

Frenchglen Hwy.-Malhuer Wildlife
Refuge Hdqtrs.
Sod House Lane F.A.S 824
Harney, County

The point of beginning for this survey was the junction of the county road to the bird refuge hdqtrs. to the Frenchglen Hwy. at MP 23.93. The survey was a direct location, 5.74 miles long, ending at the approach to the hdqtrs. compound.

Maximum gradient is 2.85% at 159+50. The road bed is a class "F" standard design. Several 6° curves were required and some spirals are sub-standard due to the need to stay within the existing 80' RW. Grade controls were to existing timber structures at stations 302+50 and 393+00.

By lenghing the summit vertical at station 160 vertical sight distance was improve and the gradient reduced. It is anticipated that this improvement will be constructed on a FA basis and should bring many more people into the interesting Bird Refuge Hdqtrs. where many wild fowl may be obsered feeding and where also there is a sizeable bird museum.

About 46% of the exc. will be borrowed material. The adjacent property is irrigated by the flooding method during the summer and therfore ponded water will stand against the roadway embankments much of the year.

The roadbed can be constructed without additional RW except over the summit cut between Sta. 143 and 170. Aquisition of the required RW should be no problem since it is a part of the Malheur Wildlife Refuge.

Propose borrow pits are as follows: an existing county cinder pit left of Sta. 218 and a refuge owned cinder pit Rt. of Sta 406. There is ample common material overlaying the cinders in both pits for borrow while taking of the material will at the same time strip the cinder overburden. A cinder base is proposed to be taken from the cinder pit at Sta. 406. Crushed aggregates, we are proposing, to be produced from the state controled quarry appx. 1.2 miles Rt. of MP 32.5 of the Frenchglen Hwy. Gravel pits at MP 24.23 appear to be of material much too small to produce the aggregates. It would even be difficult to produce 3/4-0 material due to the smallness of the gravels. The proposed quarry was used for construction of the Sattle Butte- Diamond Jut. Sec. of the Frenchglen Hwy. in 1964 and the material proved to be of high quality.

A Pacific N.W. Bell tele cable which is within the present RW along the northerly side of the road will require adjustment in three areas.

Our Est. cost of const of this project, including Engineering and Contingencies, is $295,852.00 or $51,542.00 per mile.

E.S. Thompson

E.S. Thompson, Resident Engineer

Special Provisions
Frenchglen Hwy. - Malheur Wildlife Refuge Headquarters

Work To Be Done

The work to be done under the Contract consists of the following work on the Frenchglen Highway - Malheur Wildlife Refuge Headquarters Section of the Sod House Lane (F. A. S. 824) in Harney County.

1. Construction of 5.74 miles of Grading Surfacing and Oiling.
2. Performance of such additional and incidental work as is called for by the plans and specifications.

The Westerly end of the project is at Mile Point 0 + 00, which mile point is at the junction of Sod House Lane and the Frenchglen Highway at Mile Point 23.93. The Easterly end of the project is at Mile Point 5.75, which mile point is at the approach to the Malheur Wildlife Refuge Headquarters. The overall length of the project is 5.75 miles.

Class of Project

This is a "Federal Aid Secondary" project.

Control of Materials

Cinder Base Material - Malheur Wildlife Refuge controlled pit right of Mile Point 5.80 (Station 406)

Crushed Aggregates - State controlled source of material approximatly 1.2 miles right of Mile Point 32.5 of the Frenchglen Highway.

Section 107 - Legal Relations and Responsibility to Public

107.27 Temporary Protection and Directional Measures for traffic.
Standard Specificatinns to apply.

Section 108 - Prosecution and Progress

108.08 Contract Time for completion of work.
210 Calander days.

Section 201 - Clearing and Grubbing

Standard specification to apply.

Section 202 - Removal of Structures and Obstructions

Standard specification to apply.

Section 203 - Excavation and Embankment for Roadways

203.06 It is anticipated that approximatly 35,000 Cubic Yards of Borrow Material will be necessary. Proposed Borrow Pits are, an existing County Cinder Pit Left of Station 218 and a Refuge owned Cinder Pit right of Station 406. The striping of overbunden on these two pits should give enough Borrow Material.

Section 205 - Overhaul

205.91 General.
The payment shall be by the "C" yd. state.

Section 206 - Trench Excavation for Conduits

Standard Specification to apply.

Section 222 - Finishing Roadbed & Slope

To be paid on the per mile basis.

Section 233 - Watering

Standard Specification to apply.

Section 304 - Aggregate Subbase and Base

Materials used for Base shall be of Cinders and will be Grid rolled.

Pay items to be:
1. Grid rolled Cinder base.
2. 3/4" - 0 Material in Base.

Section 406 - Asphalt Penetration Macudam

Standard Specification to apply.

Section 408 - Asphalt Prime Coat

Standard Specification to apply.

Section 603 - Culverts, Siphons, Sewers & Irr. Pipe

603.01 Scope - Culverts shall be extended in like kind.

Section 610 - Asphaltic Concrete, Walks, Curbs and Misc. Structures

Pay Item shall be - "Extra for Asphalt Macadam approaches"

Section 624 - Salvaging Pipe

Pay Items shall be:
1. Salvage & Relay Pipe
2. Salvage & Relay Culvert End Sections

Additional Anticipated Items

Flagging, State's Share
Furnish Field Lab. Bldg.

OREGON STATE HIGHWAY DEPARTMENT
QUANTITY SUMMARY & COST ESTIMATE

Sheet 1 of 2 Sheets

Section Frenchglen Hwy.-Malheur Wildlife Refuge Hdqts Unit
Highway Sod House Lane - F. A. S. 824 County Harney Prefix
Length Designer Hildebrandt Draftsman Date April 16, 197

Grading and Surfacing Items

Item	Unit	Net	10% Allow	Gross	Price	Amount
Temp. Prot. & Direct Traffic	All	100%		100%		500 -
Clearing & Grubbing	All	100%		100%		4,700 -
Remove Stru. & Obstr.	All	100%		100%		200 -
General Excavation	Cu. Yd.	41,792	4178	45,970	0.60	27,582 -
5 Borrow Excavation	Cu. Yd.	35,051	3509	38,560	0.45	17,352 -
Overhaul	"C" Yd Sta	23,625	2365	25,990	0.45	11,695.5
7 Trench Excavation	Cu. Yd.	46	4	50	4.00	200 -
8 Finish Roadbed & Slopes	Mile	5.74		5.74	1200.00	6,888 -
9 Watering	M-gal	2,835	285	3,120	3.00	9,360 -
0 Grid Rolled Cinder Base	Cu. Yd	63,425	6345	69,770	1.75	122,097.5
1 3/4" - 0 Material in Base	Cu. Yd	6,935	695	7,630	2.75	20,982.5
2 Aggr. in Prime Coat	Cu. Yd	715	70	785	5.00	3,925 -
3 Asphalt in Prime Coat	Ton	110	10	120	55.00	6,600 -
4 Aggr. in Asph. Macadam	Cu. Yd.	4,700	470	5,170	5.50	28,435 -
5 120-150 Asphalt in Macadam	Ton	355	35	390	55.00	21,450 -
6 Emuls. Asph. in Seal	Ton	98	10	108	60.00	6,480 -
7 Extra for Asph. Macadam Appr.	Each	23	2	25	50.00	1,250 -
8 18" ~~Culvert~~ Corrugated Metal Pipe	Lin. Ft.	76	8	84	5.25	441 -
9 24" ~~Culvert~~ " Metal Pipe	Lin. Ft.	20	2	22	8.50	187 -
0 30" ~~Culvert~~ " Metal Pipe	Lin. Ft.	54	6	60	10.50	630 -
1 36" ~~Culvert~~ " Metal Pipe	Lin. Ft.	30	4	34	14.50	493 -
2 48" ~~Culvert~~ " Metal Pipe	Lin. Ft.	32	4	36	25.50	918 -
" Arch Type CMP.	Lin. Ft.	16	2	18	13.25	238.5
4 Salvage & Relay End Sec.	Each	7	1	8	45.00	360 -
5 Salvage & Relay Culvert Pipe	Lin. Ft.	74	6	80	5.00	400 -
					Total	

OREGON STATE HIGHWAY DEPARTMENT
QUANTITY SUMMARY & COST ESTIMATE Sheet 2 of 2 Sheets

tion French Glen Hwy - Malheur Wildlife Refuge Hdqts. Unit
hway Sod House Lane - F A S 824 County Harney Prefix
gth Designer Hildebrandt Draftsman Date April 16, 1970

Grading and Surfacing Items

Item	Unit	Net	10% Allow	Gross	Price	Amount
Extra Items:						
Flagging						1,000 -
Furnishing Field Lab. Bldg.						500 -
20% Engineer & Contingencies						58,975 -

Total $ 353,840.00

RECEIVED
APR 15 1970
FOR FILING

S-577(1)
7454

April 15, 1970

3332

The Honorable Newton Botchkiss
Harney County Judge
Post Office Box 1147
Burns, Oregon 97720

Dear Judge Botchkiss:

With reference to the Frenchglen Highway-Wildlife Headquarters Section of Sod House Lane (FAS 824), the survey work has been completed in the field and should be in Salem from the La Grande Division office very shortly. Based on your letter of April 3, we will proceed with the entire project as planned and make every attempt to call for bids on the scheduled July 23 bid letting in order to complete construction this year.

Please do not hesitate to call on me or any of the Highway Division staff for further information on this or any other matter of mutual concern.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: R. L. Porter
F. B. Klaboe
Victor D. Wolfe
D. J. Barbee
H. S. Cox
H. S. Coulter

RHP:mm sr

Porter

County Court *for* Harney County

P. O. Box 1147
BURNS, OREGON 97720

FAS 824

10162

Klaboe

April 3, 1970

Forrest Cooper
State Highway Engineer
Highway Bldg.,
Salem, Oregon 97310

Dear Sir:

After receiving your letter of March 23, 1970, the County Court has decided that you should go ahead with compiling figures for the entire cost of the Malheur Bird Refuge entrance road under the regular procedure for FAS funds.

With the moneys we now have on hand plus money included in the 1970-71 Budget, we should have sufficient funds to pay our 20% to complete this project all at one time.

Sincerely,
Newton Hotchkiss
Newton Hotchkiss, Judge

cc: H. S. Cox
County & City Engineer

RECEIVED
APR - 7 1970
ENGINEER
COUNTY & CITY DIVISION

REFERRED TO
Cof
By Asst. State Hwy. Engr.

RECEIVED
APR 6 1970
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED

RECEIVED
APR 15 1970
FOR FILING

S-577(,)
7454

U.S DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
WASHINGTON, D.C. 20591

APR 9 1970

IN REPLY REFER TO:
32-50

Honorable Robert Packwood
United States Senate
Washington, D.C. 20510

NOTED
FORREST COOPER

Dear Senator Packwood:

This is in reply to your communication of March 21 to the Federal Highway Administration, with enclosures from Commissioner Frank G. White of Harney County. Dr. White is concerned about the use of Federal-aid secondary funds for county force account construction of six miles of road serving the Malheur Bird Refuge.

Usually the contract method, based on competitive bidding, is required for work financed with Federal-aid highway funds. However, exceptions are made for secondary projects undertaken in States operating under the Secondary Road Plan, such as Oregon. This is stated at the end of the second paragraph of PPM 21-6.2, a copy of which has previously been given Dr. White. Force account work on secondary projects may be done by State or county highway departments that are staffed and equipped to satisfactorily perform the work. Statewide, whenever the amount of construction performed by force account in one year shows a substantial increase over the preceding year, Public Roads may require a review of the approved State procedures to halt or reverse the trend towards force account construction.

Davis-Bacon Act wage rates apply to employees of contractors or subcontractors. They do not apply to work performed by county or State employees.

The correspondence furnished raises some other questions about this project: (1) The road proposed for improvement does not appear to be on the approved Federal-aid secondary system; (2) the Federal share for constructing Federal-aid secondary roads in Oregon is 63.54 percent, not 80 percent; (3) it appears that the proposed project would involve a bird refuge and be subject to Section 4(f) of the Department of Transportation Act of 1966, thus requiring the concurrence or approval of the Secretary of Transportation.

REFERRED TO
Mr Cooper
BY
Your Information
RLP

RECEIVED
APR 13 1970
OREGON DIVISION
NOTED
R. L. PORTER

Commissioner White has properly directed his earlier inquiries to the State highway department which, in cooperation with the counties, selects projects to be improved with Federal-aid highway funds and otherwise administers this program, subject to the approval of Public Roads. The State highway department and our division office in Salem should be able to provide advice on the items listed in the preceding paragraph, as well as on other Federal-aid matters.

I appreciate the opportunity to provide this information for you.

Sincerely yours,

R. R. Bartelsmeyer

R. R. Bartelsmeyer
Director of Public Roads

Enclosure
Transmitted correspondence

RECEIVED
APR 14 1970
OFFICE OF
STATE HIGHWAY ENGINEER

March 10, 1970

Mr. Forrest Cooper
State Highway Engineer
Department of Transportation
State Highway Department
Salem, Oregon 97310

Re: The Malheur Bird Refuge Road Project

Dear Mr. Cooper:

In reference to your letter of February 9, 1970, it is the unanimous opinion of the Harney County Court that you proceed with a force account approach of the above named project. Some of the reasoning behind this approach on this project is as follows:

1. The overall project of six miles is relatively small and the area in which the road is to be constructed is very isolated.

2. The local matching funds available on a $300,000. total project cost - if the bid of such a project would exceed $300,000. the local government matching share would not be sufficient to meet a bid greater than $300,000. This is due to the economic conditions that are existing presently in Harney County.

3. There is a definite need to improve the road into the Bird Refuge Headquarters, not only from conservationist and outdoor recreation activities, but also in regard to the economic stability of the County.

4. Harney County is now suffering from an economic crisis. At the present, it will probably continue to do so for over a period of a year. This is partly due to the closure of the Malheur Job corps, the anticipated closure of the Radar Site, July 1 and the Edward Hines Lumber Company is now cutting their working capacity to 50 to 60% of normal which has produced marked unemployment in the County. As long as the high interest rates prevail, there will continue to be a marked depression in the building and lumber industry.

5. The forced account for this particular project would certainly aid unemployment in the county, and the County Road Department would be able to utilize the local people that are presently out of a job to work on this project.

6. It is definitely felt that the County Road Department is adequately equipped and can do the proposed construction up to the required specifications within the limited amount of funds available.

In view of the foregoing reasons, the County would greatly appreciate any and all assistance on your part to swing this project, as it would be some help to the local economy as well as improving the road to the Malheur Bird Refuge Headquarters.

Sincerely,

Frank C. White, M.D.
Harney County Commissioner

FCW:mr

County of Harney

BURNS, OREGON 97720

JUDGE NEWTON HOTCHKISS
COMM. WERNER ARNTZ
COMM. FRANK G. WHITE, M.D.

March 10, 1970

MAR 14 1970

Honorable Robert Packwood
United States Senator
Senate Office Bldg.
Washington, D.C.

Re: The Malheur Bird Refuge Project Road

Dear Senator Packwood:

The Harney County government is attempting to improve the six miles of road into the Malheur Bird Refuge Headquarters which is presently gravel and dirt.

There is Federal Aid to Secondary funds available for construction of this particular project, but it is desirable on the part of the County to approach this on the basis of a forced account. Due to the present economic depression within the county, the additional $250,000. of federal funds that would be needed for this road project would assist somewhat in improving the local economy.

The Harney County Road Department will need your assistance in obtaining the Federal Aid to Secondary funds under a forced account.

Enclosed are copies of letters written to Mr. Forrest Cooper, the State Engineer, and his reply. Also enclosed is a copy to Mr. Cooper requesting his assistance in approaching the project under the forced account method.

The people of Harney County would greatly appreciate your assistance in this project, as it would provide some employment for people who are presently out of a job in the county, and would also improve the road to the bird refuge headquarters.

Sincerely,

Frank G. White, M.D.
Harney County Commissioner

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

February 9, 1970

The Honorable Frank G. White
Harney County Commissioner
Post Office Box 1147
Burns, Oregon 97720

Dear Dr. White:

Reference is made to your January 21 letter concerning the proposed road project to serve the Malheur Bird Refuge. It is my understanding that you desire to accomplish this work on a force account basis rather than by the normal contract procedures.

I discussed this matter with the Federal Bureau of Public Roads, and for such a proposal to get any consideration a showing would have to be made that this is in the public interest. Congress has expressly provided that the contract method based on competitive bidding shall be used for the performance of all highway work where Federal-aid funds are required unless an affirmative finding can be provided that under the particular circumstances it is in the public interest to accomplish the work in some other fashion.

Another complication, which is not entirely clear, is that the Bureau of Public Roads believes that the wage rates paid under a force account procedure would have to be in conformance with the Davis-Bacon Act. This means that a predetermination of wage rates would be made by the Federal Department of Labor which, of necessity, would have to apply if Federal-aid funds are to be expected.

In view of these complications, it appears that it would be difficult to secure Federal-aid approval on the basis you suggest. However, should you wish to attempt to justify a force account approach, we will discuss it with the Bureau further if you would care to furnish such justification that you can.

For your information, a copy of Bureau of Public Roads PPM 21-6.2 is enclosed.

Very truly yours,

Forrest Cooper
State Highway Engineer

Enc.

January 21, 1970

Mr. Forrest Cooper, Engineer
Department of Transportation
State Highway Department
Salem, Oregon

Re: The Malheur Bird Refuge Road Project

Dear Sir:

Harney County is the largest county in the State of Oregon, consisting of approximately ten thousand square miles with a population of about 6,700 people. Approximately 80% of the land in the county is federally owned, BLM, Forest Service, etc. Harney County Road Department maintains approximately 2,000 miles of graveled and dirt roads in the county. Maintanonce consists of resurfacing with gravel and grading as needed. At the present time the County Road Department has approximately eight miles of oiled road; the remaining roads in the county are gravel and dirt.

The County is planning to improve the graveled road into the headquarters of the Malheur Bird Refuge. This road to the Malheur Bird Refuge is presently a rough, dusty and dirty graveled road and is in need of improvement. It is the desire of the Harney County Court to improve the road to the Bird Refuge Headquarters for the many bird lovers and outdoor people and recreationists, who enjoy this vast wilderness of wildlife. The present estimate for this road project to the Harney County Road Department for improving the Malheur Bird Refuge road is approximately $50,000. per mile for a total cost of approximately $300,000.

The county desires to use the F.A.S. (Federal Aid to Secondary) matching funds for this project. Twenty per cent of the total cost to be paid by the County from local funds. The County has a well equiped road department, earth moving equipment, crawler tractors, etc.; ard over the past years the Road Department has constructed many miles of good graveled road in the county. The Road Department is capable of doing the construction work on this six mile

project according to the standards and specifications as prescribed. The oiling phase of the project would be completed by an Oiling Contractor. Harney County desires to do this construction work on this project using 20% County funds and 80% F.A.S. funds. The County Road Department is qualified and equipped to complete this project and the County desires that the F.A.S. funds be appropriated to Harney County.

If Harney County is to provide a smooth, dust free, oiled road to the beautiful Malheur Bird Refuge for the many bird lovers and recreation people for the lowest possible cost, the F.A.S. portion of the project for construction should be appropriated to the Harney County Road Department. The County is very desirous that this project proceed, and your attention to this matter would be greatly appreciated.

Sincerely,

Frank G. White, M.D.
Harney County Commissioner

FGW:mr

RECEIVED
MAR 30 1970

LOCATION PROSPECTUS
Malheur Refuge-Frenchglen Section
Frenchglen Highway
Harney County

HIGHWAY: Frenchglen, State Secondary #440, Federal Aid Secondary #450.

TERMINI: The northerly end of the project is at Mile Point 46.70, which mile point is approximately 24.3 miles south of the Narrows. The southerly end of the project is at Mile Point 58.00, which mile point is approximately 0.6 miles northerly of the town of Frenchglen.

LENGTH: 11.3 miles.

NARRATIVE: This project will be a resurfacing project to follow the existing alignment along the major portion of the project with minor changes of alignment by cutting across the sharper curves. The resurfacing will consist of widening roadbed, install and lengthen culverts and haul and place pitrun material. Reconnaissance is not necessary. Special drainage studies will be made where required. An economic analysis is not needed at this time.

CHARACTERISTICS: Existing A.D.T. 90 to 240: projected ADT 130 to 340.

STANDARDS: Class "E", Deviation from Standards anticipated.

TYPICAL SECTION: 24-foot travelway with oiled 4-foot shoulders for a total of 32-feet top width.

BASE DESIGN: Tentative base design for construction is:

Wearing Surface	3/4"	0-9 w/prime coat (full width)
Top Course Base	2"	Crushed material
Bottom course base	8"-10"	Pitrun material
Total	10¾" to 12¾"	

ACCESS: This will be a two-lane highway with no control of access.

MATERIAL: Sources of suitable material will be located during time of State work and will be investigated and reference to project.

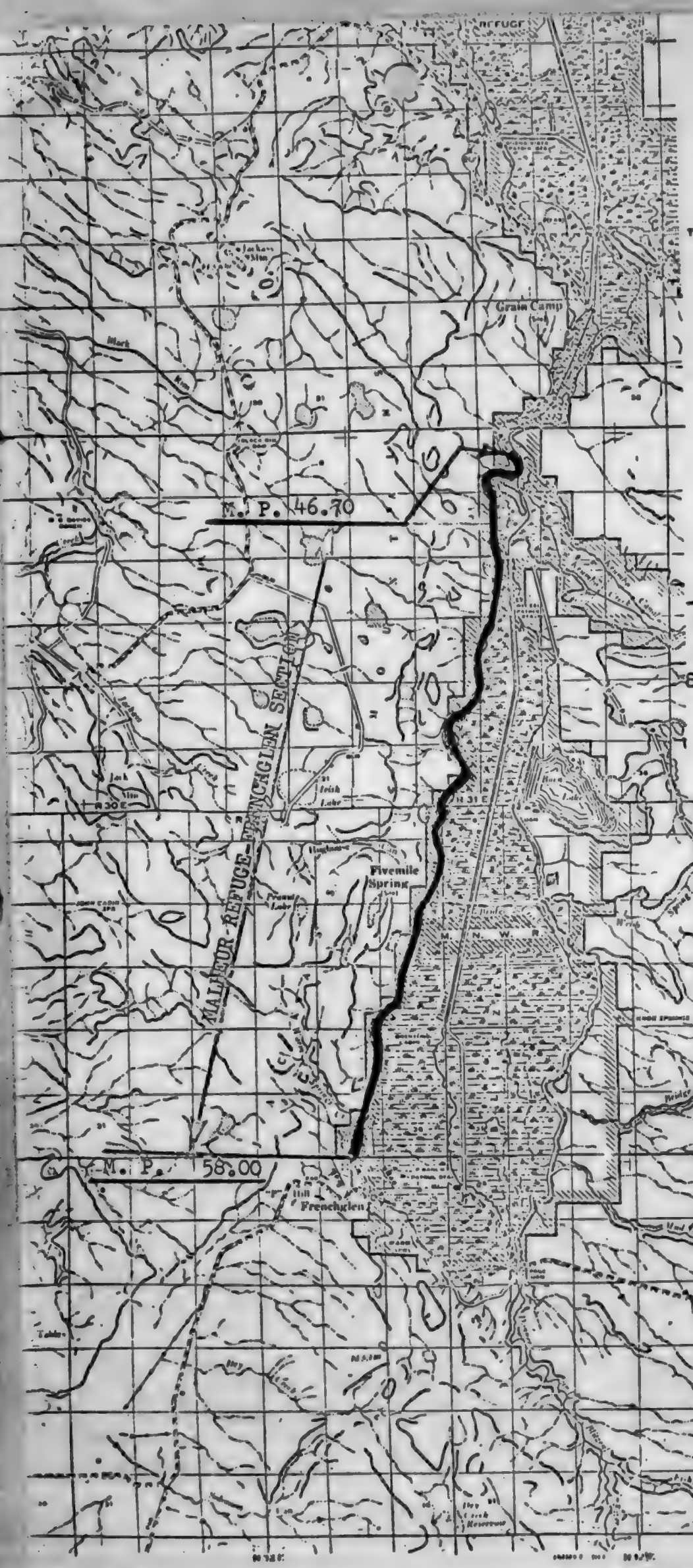
ADDITIONAL FACILITIES: No airports, railroads or major stream crossings will be affected.

AGREEMENTS: None necessary.

PARKS: None.

NOTED
TOM EDWARDS

ORIGINAL SIGNED
R. L. PORTER


M. P. 46.70
M. P. 58.00
MALHEUR-REFUGE-FRENCHGLEN
Grain Camp
Fivemile Spring
Frenchglen
Dry Krumbo Rev.
Mark
Irish Lake
Hotchkiss Spring
Hotchkiss Lake
Hotchkiss Creek
Hotchkiss Reservoir
Dutch Oven
Dry Creek Reservoir
T39S
T38S
T37S
R30E
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PROJECT 1261

OREGON STATE HIGHWAY DEPARTMENT

WORK ORDER
MAINTENANCE OR BETTERMENT

FORM E 640 (REV. 8-69)

CLASS OF WORK

- [X] MINOR BETTERMENT
- [ ] EXTRA GANG MAINTENANCE
- [ ] SECTION MAINTENANCE
- [ ] BRIDGE BETTERMENT
- [ ] BRIDGE MAINTENANCE
- [ ] BETTERMENT—BUILDINGS AND MISCELLANEOUS PROPERTY
- [ ] MAINTENANCE AND OPERATION—BUILDINGS AND MISC. PROPERTY
- [ ] PARKS—MAINT. AND BETTERMENT

PREFIX	DIVISION NUMBER	DISTRICT NUMBER	FOR THE YEAR	DATE SUBMITTED
113-1261	E	14	1969-1970	3/10/70

HIGHWAY: FRENCHGLEN

NAME OF SECTION, BRIDGE OR PARK: MALHEUR REFUGE TO FRENCHGLEN

NAME, TYPE AND PURPOSE OF WORK: REBUILD ROAD

FROM MILE POST	TO MILE POST	AUTHORIZATION (1ST, 2ND, 3RD, ETC.)
MP 46.70	MP 58.00	1st

DETAILED DESCRIPTION OF WORK AND ESTIMATE OF COST	FUNCTION	AMOUNT
WIDEN ROADBED, INSTALL PIPES, HAUL AND PLACE PITRUN BASE AND LEVELLING COURSE.	111	45,000

LABOR	$17,000
ADDITIVES	4,420
PER DIEM	5,400
RENTAL	14,620
MATERIALS	960
	42,400
	2,600
	45,000

MAINTENANCE ENGINEER

RECEIVED

MAR 16 1970

ME | AME | AME | JOE | AG

BS | ABS | AA | FILE | TA

EJH

3-18-70

DATE WORK TO START: MARCH 1, 1970 NOTED TOM EDWARDS

ESTIMATED DATE OF COMPLETION: MAY 31, 1970

INSTRUCTIONS:

1. ORIGINATOR—Submits 3 copies to Division Engineer for approval.
2. DIVISION ENGINEER—Sends original to Controller for budget control.
3. DIVISION ENGINEER—Files 2nd copy and returns approved 3rd copy to Originator.
4. ORIGINATOR—Uses approved 3rd copy as his authority to perform work.

Descriptions, estimates and other information given on a revised order should cover work under previous authorizations as it is intended that the revised order will replace the previous one rather than serve as a supplement to it.

THE CONTROLLER WILL MAKE THE FINAL DETERMINATION ON WHETHER CHARGES ARE TO BE MADE AGAINST MAINTENANCE OR BETTERMENT.

Estimated cost of work to be done under this order as per above estimate . . .	$45,000
Amount previously authorized under this order	—
Increase or decrease in authorization .	45,000

Submitted by: O.K. Gnaedinger

Approved: _____ DIVISION ENGINEER

NOTES: A separate work order is to be submitted for each class of work.
This order does not constitute authority for expenditures until approved and returned.
NO CHARGES WILL BE MADE TO THIS WORK ORDER UNTIL IT HAS BEEN APPROVED BY THE DIVISION ENGINEER.

Record-1
FLE

FORM E 640

DEFINED
MAR 25 1970
FOR FILING
S-577(J)
7454

March 23, 1970

The Honorable Newton Notchkiss
Harney County Judge
Post Office Box 1147
Burns, Oregon 97720

Dear Judge Notchkiss:

Reference is made to the recent request to consider the construction of the Sod House Lane project on FAS 824 by force account methods.

As stated before, we have discussed this matter with the Bureau of Public Roads and find that it is strongly opposed to this procedure. It is traditional with the Bureau to do all work by contract methods and before any approval could be obtained for force account work, a great deal of justification will have to be prepared. This will be time consuming, will involve an undetermined amount of red tape, and I am sure will be a difficult matter to sell to the federal people. Our secondary Federal-aid agreement with the Bureau of Public Roads does not allow force account and any modification would probably be difficult.

It is my recommendation that you reconsider the matter and advise us to proceed with programming by the conventional contract procedures.

RECEIVED
APR - 7 1970
ENGINEER
COUNTY & CITY DIVISION

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: R. L. Porter
F. B. Klaboe
V. D. Wolfe
D. J. Barbee
H. S. Cox
H. S. Coulter

bc R. E. Simpson, BPR
RLP:ms sr

MEMO TO FILES
3/18/70

FAS 824, Harney County

Tuesday, March 17, I called Judge Hotchkiss of Harney County to determine if he were unduly upset over the proposed standards for the Sod House Lane project on FAS 824.

Both Judge Hotchkiss and Herb Fawcett (County Roadmaster) were on the line. The Judge stated that the proposed 28' top width for this project was ok with him and that in former conferences he had so stated and was still of the same opinion. He did say, however, that on some other projects the County might wish to go to a narrower top width.

Question then arose regarding Commissioner White's request to construct the above-mentioned project on a force account basis. The Judge and Mr. Fawcett are both opposed to this type of construction, believing that more trouble and problems would be encountered than the project is worth.

The Judge desires that this project be done this summer (a complete project consisting of grading, basing, and paving/oiling). If the project can be done for $300,000 to $350,000, Harney County will be in condition to proceed with the contract as they can raise in the neighborhood of $70,000 as advance deposit.

H. S. Cox
County and City Engineer

HSC:mm

cc: Forrest Cooper
F. B. Klaboe
D. J. Barbee
Owen Turner
Scott Coulter

RECEIVED
MAR 18 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 20 1970

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144
Co Rds - Harney

March 13, 1970

The Honorable Frank G. White
County Commissioner
Harney County
Burns, Oregon 97720

Dear Dr. White:

Thank you for your letter of March 10 in which you request that the Malheur Bird Refuge road project be constructed by force account methods, using Federal-aid funds under the usual Federal-State-County arrangement.

We will immediately make the necessary request to the Bureau of Public Roads. We will inform you of its decision as soon as a reply is received.

Very truly yours,

Forrest Cooper
State Highway Engineer

FC:fa

cc Judge Newton Hotchkiss
Commissioner Werner Arntz

R. L. Porter
F. B. Klaboe
Victor D. Wolfe
H. S. Cox
D. J. Barbee
H. F. Goulsar

JUDGE NEWTON HOTCHKISS
COMM. WERNER ARNTZ
COMM. FRANK G. WHITE, M.D.

March 10, 1970

Mr. Forrest Cooper
State Highway Engineer
Department of Transportation
State Highway Department
Salem, Oregon 97310

Re: The Malheur Bird Refuge Road Project

Dear Mr. Cooper:

In reference to your letter of February 9, 1970, it is the unanimous opinion of the Harney County Court that you proceed with a force account approach of the above named project. Some of the reasoning behind this approach on this project is as follows:

1. The overall project of six miles is relatively small and the area in which the road is to be constructed is very isolated.

2. The local matching funds available on a $300,000. total project cost - if the bid of such a project would exceed $300,000. the local government matching share would not be sufficient to meet a bid greater than $300,000. This is due to the economic conditions that are existing presently in Harney County.

3. There is a definite need to improve the road into the Bird Refuge Headquarters, not only from conservationist and outdoor recreation activities, but also in regard to the economic stability of the County.

4. Harney County is now suffering from an economic crisis. At the present, it will probably continue to do so for over a period of a year. This is partly due to the closure of the Malheur Job corps, the anticipated closure of the Radar Site, July 1 and the Edward Hines Lumber Company is now cutting their working capacity to 50 to 60% of normal which has produced marked unemployment in the County. As long as the high interest rates prevail, there will continue to be a marked depression in the building and lumber industry.

5. The forced account for this particular project would certainly aid unemployment in the county, and the County Road Department would be able to utilize the local people that are presently out of a job to work on this project.

6. It is definitely felt that the County Road Department is adequately equipped and can do the proposed construction up to the required specifications within the limited amount of funds available.

In view of the foregoing reasons, the County would greatly appreciate any and all assistance on your part to swing this project, as it would be some help to the local economy as well as improving the road to the Malheur Bird Refuge Headquarters.

Sincerely,

Frank G. White, M.D.
Harney County Commissioner

FGW:mr

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MAR 12 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 16 1970
FOR FILING

EXECUTIVE DEPARTMENT

S CAPITOL • • • • • • • • • SALEM, OREGON 97310

TOM McCALL
GOVERNOR

EDWARD G. WESTERDAHL, II
Director

March 10, 1970

Mr. Forrest Cooper
State Highway Engineer
Department of Transportation
Highway Building
Salem, Oregon 97310

HIGHWAY PROJECTS--

TWENTY MILE (TWENTY MILE) BRIDGE SECTION, FAS 902
PILOT ROCK-EAST BIRCH CREEK BRIDGE SECTION, FAS 758
AIRSTRIP RD.-PUDDING RIVER BR. SECTION, FAS 117
COUNTRY CLUB ROAD-HARVEY WAY SECTION, FAS 681
SW. HUNZIKER ST.-LOWER BOONES FERRY RD, SECTION, FAS 943
S. TIGARD INTERCHANGE-BOONES FERRY ROAD SECTION, FAS 943
BARTH CROSSING-U.S. 30 CONNECTION SECTION, FAS 470
FRENCHGLEN HWY.-WILDLIFE HDQTS. SECTION, FAS 824

The above projects have been coordinated with the interested state agencies and all concur with the projects. The provisions of Highway Safety Program Standard No. 312 should be complied with.

The accomplishment of these projects should result in improved traffic safety on these roads.

Edward G. Westerdahl, II

Young
3-11-70

RECEIVED
MAR 11 1970

RECEIVED
FEB 10 1970
FOR FILING

S-577(1)
7454

February 9, 1970

3222

The Honorable Frank G. White
Harney County Commissioner
Post Office Box 1147
Burns, Oregon 97720

Dear Dr. White:

Reference is made to your January 21 letter concerning the proposed road project to serve the Malheur Bird Refuge. It is my understanding that you desire to accomplish this work on a force account basis rather than by the normal contract procedures.

I discussed this matter with the Federal Bureau of Public Roads, and for such a proposal to get any consideration a showing would have to be made that this is in the public interest. Congress has expressly provided that the contract method based on competitive bidding shall be used for the performance of all highway work where Federal-aid funds are required unless an affirmative finding can be provided that under the particular circumstances it is in the public interest to accomplish the work in some other fashion.

Another complication, which is not entirely clear, is that the Bureau of Public Roads believes that the wage rates paid under a force account procedure would have to be in conformance with the Davis-Bacon Act. This means that a predetermination of wage rates would be made by the Federal Department of Labor which, of necessity, would have to apply if Federal-aid funds are to be expended.

In view of these complications, it appears that it would be difficult to secure Federal-aid approval on the basis you suggest. However, should you wish to attempt to justify a force account approach, we will discuss it with the Bureau further if you would care to furnish such justification that you can.

For your information, a copy of Bureau of Public Roads PPM 21-6.2 is enclosed.

Very truly yours,

Forrest Cooper
State Highway Engineer

Enc.

cc R. L. Porter
F. B. Klaboe
Victor D. Wolfe
H. S. Cox
H. S. Coulter

RLP_ms fn

County Court *for* Harney County

BURNS, OREGON 97720

January 21, 1970

9823

REFERRED TO
Klaboe
BY DEPUTY STATE HIGHWAY ENGINEER
Draft Please

Mr. Forrest Cooper, Engineer
Department of Transportation
State Highway Department
Salem, Oregon

Re: The Malheur Bird Refuge Road Project

Dear Sir:

Harney County is the largest county in the State of Oregon, consisting of approximately ten thousand square miles with a population of about 6,700 people. Approximately 80% of the land in the county is federally owned, BLM, Forest Service, etc. Harney County Road Department maintains approximately 2,000 miles of graveled and dirt roads in the county. Maintanence consists of resurfacing with gravel and grading as needed. At the present time the County Road Department has approximately eight miles of oiled road; the remaining roads in the county are gravel and dirt.

The County is planning to improve the graveled road into the headquarters of the Malheur Bird Refuge. This road to the Malheur Bird Refuge is presently a rough, dusty and dirty graveled road and is in need of improvement. It is the desire of the Harney County Court to improve the road to the Bird Refuge Headquarters for the many bird lovers and outdoor people and recreationists, who enjoy this vast wilderness of wildlife. The present estimate for this road project to the Harney County Road Department for improving the Malheur Bird Refuge road is approximately $50,000. per mile for a total cost of approximately $300,000.

The county desires to use the F.A.S. (Federal Aid to Secondary) matching funds for this project. Twenty per cent of the total cost to be paid by the County from local funds. The County has a well equipped road department, earth moving equipment, crawler tractors, etc.; and over the past years the Road Department has constructed many miles of good graveled road in the county. The Road Department is capable of doing the construction work on this six mile

RECEIVED
JAN 27 1970
ENGINEER
COUNTY & CITY DIVISION

project according to the standards and specifications as prescribed. The oiling phase of the project would be completed by an Oiling Contractor. Harney County desires to do this construction work on this project using 20% County funds and 80% F.A.S. funds. The County Road Department is qualified and equipped to complete this project and the County desires that the F.A.S. funds be appropriated to Harney County.

If Harney County is to provide a smooth, dust free, oiled road to the beautiful Malheur Bird Refuge for the many bird lovers and recreation people for the lowest possible cost, the F.A.S. portion of the project for construction should be appropriated to the Harney County Road Department. The County is very desirous that this project proceed, and your attention to this matter would be greatly appreciated.

Sincerely,

Frank G. White, M.D.
Harney County Commissioner

FGW:mr

RECEIVED
JAN 23 1970
OFFICE OF
STATE HIGHWAY ENGINEER

COUNTY FEDERAL AID SECONDARY PROGRAM POLICY AND PROCEDURE

I. General

A. By Federal regulation 50% of all moneys appropriated by the Federal Government for Federal Aid Secondary projects must be made available for expenditure on the county road portion of the Federal Aid Secondary System. Any moneys not programed by the counties by the end of the fiscal year for which the money is appropriated will revert to the state for expenditure on state highways on the Federal Aid Secondary System.

B. By Federal law Federal Aid Secondary funds are to be used for the component parts of construction or reconstruction only. Funds are appropriated and made available for programing; however, no funds are advanced until actual work has been performed.

C. By Federal law projects are to be selected by the State Highway Commission in cooperation with appropriate local officials (County Courts).

D. Projects are confined to those county roads designated as part of the Federal Aid Secondary System. This system was originally designated in all counties in 1946 and has been added to or decreased as agreed upon by each county and the state with Bureau of Public Roads' approval.

E. Design standards shall be as agreed upon by state and county and as approved by the Bureau of Public Roads. The "Design Standards for Construction and Reconstruction of Secondary and Feeder Roads" as adopted by the American Association of State Highway Officials shall be used as a guide.

II. Method of Performance and Participation in Costs

A. Preliminary Engineering: Preliminary surveys and preparation of plans and specifications will be performed by state forces with the state paying 100% of the cost. If the county plans to perform any of the initial elements of construction such as grading or grading and basing with county forces at county expense, conformance of this work to our plans and specifications must be assured before any preliminary engineering is performed by the state. Such assurance can be met in one of the following ways:

1. For those counties which have adequate engineering personnel to perform the construction engineering as required to conform to state's plans and specifications, the engineering data will be furnished the county at no cost for use during the county operations.

2. For those counties which do not have such engineering personnel, the state will furnish construction engineering services for county operations at county expense.

If the county concerned does not elect to follow either of the foregoing methods, no survey will be made by the state until the county work is completed. Correction of any substandard work would then be included as part of the FAS project.

B. Right-of-way: The state will furnish descriptions of property required and the county shall handle all negotiations for acquisition in the name of the county and pay 100% of acquisition costs.

C. Material Sources: If outright purchase is desirable the state will furnish property descriptions and the county shall handle all negotiations for acquisition in the name of the county and pay 100% of acquisition costs. If the material source is state-owned or county-owned, no charge will be made to the county or state's contractor. If the material source is specified and a lease-royalty agreement required, the state shall furnish the county with the quantities of material used as a basis for county payment of all royalty costs. If the material source is left up to the contractor, the acquisition costs will be reflected in the contractor's bid and considered as part of the construction costs. The most desirable of the above methods will be determined and agreed upon by state and county for each individual project.

D. Construction: Construction shall be done by contract awarded in the usual manner by the Highway Commission with highway department personnel supervising the construction work.

All available Federal funds will be applied towards construction costs with the state and county each furnishing 50% of the required matching money. As Oregon's matching ratio is approximately 60% Federal funds to 40% of local funds, this will result in an overall matching ratio of approximately 60% Federal funds, 20% state funds, and 20% county funds. For the purpose of all estimates, the total FAS funds (including Federal, state, and county funds) will be arrived at by dividing available Federal funds by 60% and state funds will be limited to 20% of the total FAS funds. In the event the total cost of any project exceeds the available total FAS funds, the county will pay all costs in excess of the total FAS funds.

III. Financing

A. Preliminary Engineering: To be paid by the state from regular highway funds.

B. Right-of-way: To be paid from regular county funds directly to parties from whom title or interest is acquired.

C. Material Sources:

1. Purchase to be paid for from regular county funds directly to parties from whom title or interest is acquired.

2. Existing county-owned sources: No charge.

3. Existing state-owned source: No charge.

4. Lease-royalty: To be paid from regular county funds directly to property owners.

5. Furnished by contractor: Included as part of construction costs.

D. Construction: County shall make an advance deposit with the state equal to 20% of the estimated total cost based on the low bid received prior to awarding of a contract; or if the estimated total cost exceeds the estimated total FAS funds available to the county, this deposit will equal 20% of total available FAS funds plus 100% of all costs in excess of the available total FAS funds. Final adjustment of costs between county and state will be made when final costs are available.

State shall initially finance projects and make collections from the Bureau of Public Roads as work progresses.

IV. Allocation to Counties

A. Fifty per cent of Federal Aid Secondary funds available to the State of Oregon for construction during each fiscal year shall be made available to the individual counties for programing purposes during that fiscal year. The basis of allocation to the individual counties shall be the formula developed by the Association of Oregon Counties which is that 25% shall be divided equally, 60% shall be divided on the basis of rural population, and 15% on the basis of county road mileage as shown by most recent records of the state highway department. Rural population is defined as the latest Federal census for a county less the population of all cities of more than 5,000 population within the county.

NOTE: It should be clearly understood that no cash is paid directly to any county. By law, Federal-aid funds are paid to the state after work has been performed and paid for.

B. The state highway department will maintain continuing records showing each county's status as to funds available for programing purposes. A copy of this record will be furnished each county annually and upon request.

C. Each county will be given an advance notice by the state of the estimated amount available for programing within that county to assist the county in planning and selecting projects. The exact amount will be furnished when available.

V. Selection of Projects

A. Upon receipt of notice of the estimated amount available for programing, each county shall notify the state of the project or projects desired for programing. After project requests have been submitted, they will be reviewed by the state and a tentative program formulated within the limits of available funds. This tentative program will then be discussed with the counties, and if satisfactory, submitted to the Bureau of Public Roads for approval. After Bureau of Public Roads' approval, the individual projects will be contracted.

B. Definite arrangements for programing or other disposition of funds allocated to each county for each fiscal year must be made prior to June 30 of that fiscal year, or said funds will revert to the state for use on state highways on the Federal Aid Secondary System.

VI. Maintenance of Completed Projects

A. Responsibility: Maintenance of completed projects will be a county responsibility to be accomplished with county funds.

B. Maintenance Agreement: Each county will be required to execute an agreement providing that it agrees to maintain the section of road under construction in a manner satisfactory to the Bureau of Public Roads.

C. Maintenance Inspection: Periodic maintenance inspections will be made by representatives of the Bureau of Public Roads.

D. Unsatisfactory Maintenance Report: By Federal regulation no Federal Aid Secondary projects may be undertaken while an unsatisfactory maintenance condition exists. If, as a result of the maintenance inspection, an unsatisfactory maintenance report is received, the county concerned will have ninety days to correct the unsatisfactory condition. If not corrected in ninety days, the county shall forfeit its current year's allocation of Federal funds, said forfeited funds to be divided equally among the remaining eligible counties. In addition, all subsequent annual allocations will be forfeited in the same manner until the unsatisfactory maintenance condition is corrected.

VII. Address all correspondence and inquiries concerning the Federal Aid Secondary System and program to:

C. G. Swenson
Engineer, County and City Relations Division
Oregon State Highway Department
Salem, Oregon

RECEIVED
FEB 9 - 1970

OREGON STATE
HIGHWAY DEPARTMENT

S-5.77(1)
7454

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

February 9, 1970

Executive Department
Federal Aid Coordination Unit
Room 5 State Capitol
Salem, Oregon

Gentlemen:

In accord with Executive Memorandum 01-270-02, attached in quintuplicate are completed Notices of Intent to apply for federal assistance for fifteen federal-aid secondary, county projects, as follows:

State Administrative District No. 1
Nestucca River (Ollie Woods) Bridge Section, FAS 613

State Administrative District No. 2
Airstrip Rd.-Pudding River Br. Section, FAS 117
Hogan Road-Boring Section, FAS 129
Columbia River Hwy.-Old Portland Road Section, FAS 574
Johnson Creek (Foster Road) Bridge Section, FAS 639
Country Club Road-Harvey Way Section, FAS 681
S.W. Hunziker St.-Lower Boones Ferry Rd. Section, FAS 943
S. Tigard Interchange-Boones Ferry Road Section, FAS 943

State Administrative District No. 4
S. Santiam (Sweet Home) Bridge Section, FAS 217

State Administrative District No. 11
Twenty Mile (Twenty Mile) Bridge Section, FAS 902

State Administrative District No. 12
Barth Crossing-U.S. 30 Connection Section, FAS 470
Walla Walla River (Joe West) Bridge Section, FAS 471
Pilot Rock-East Birch Creek Bridge Section, FAS 758

State Administrative District No. 13
Bear Creek Bridges, FAS 468 and FAS 491

State Administrative District No. 14
Frenchglen Hwy.-Wildlife Hdqts. Section, FAS 824

The estimated date of filing for federal funds on these projects varies from mid-March to April 30, 1970. In order that these dates and the subsequent dates of contract letting may be met, your prompt attention to these proposals will be appreciated.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

Attachments

ATTACHMENT B

NOTICE OF INTENT

TO: State of Oregon Executive Department
Federal Aid Coordination Unit
Room 5, State Capitol
Salem, Oregon 97310

FROM: Applicant Agency State Highway Division Salem (Address)

Contact Person L. H. Young 2761 (Phone)

1. Project Location

Administrative District 14 City

County Harney Special District(s) (if applicable)

Other affected jurisdictions/agencies

2. Federal Program

Common Program Name Federal Aid Secondary

Authorizing Legislation Title 23, U.S.C., Highways (Public Law No. and Title)

Fed. Admin. Agency: Dept. Department of Transportation

Agency Bureau of Public Roads

3. Estimated Project Cost

Federal Share ☐ Loan ☒ Grant $210,000 Source of State Agency Share (if any) (Harney Co.)

Local Applicant Share 70,000 General Fund - -

*State Agency Share 88,000 Other Funds (specify)

Other (specify) - -

TOTAL $368,000 *Total State Agency Share $88,000

*Indicates totals should be equal.

4. Estimated Application Filing Date April 1970

5. Project Description (Please use back of page, attaching supplemental sheets if necessary.)

Frenchglen Highway-Wildlife Hdqts. Section, FAS 824
Project to consist of preliminary engineering, grading, paving and incidental work to improve the existing facility to current standards.

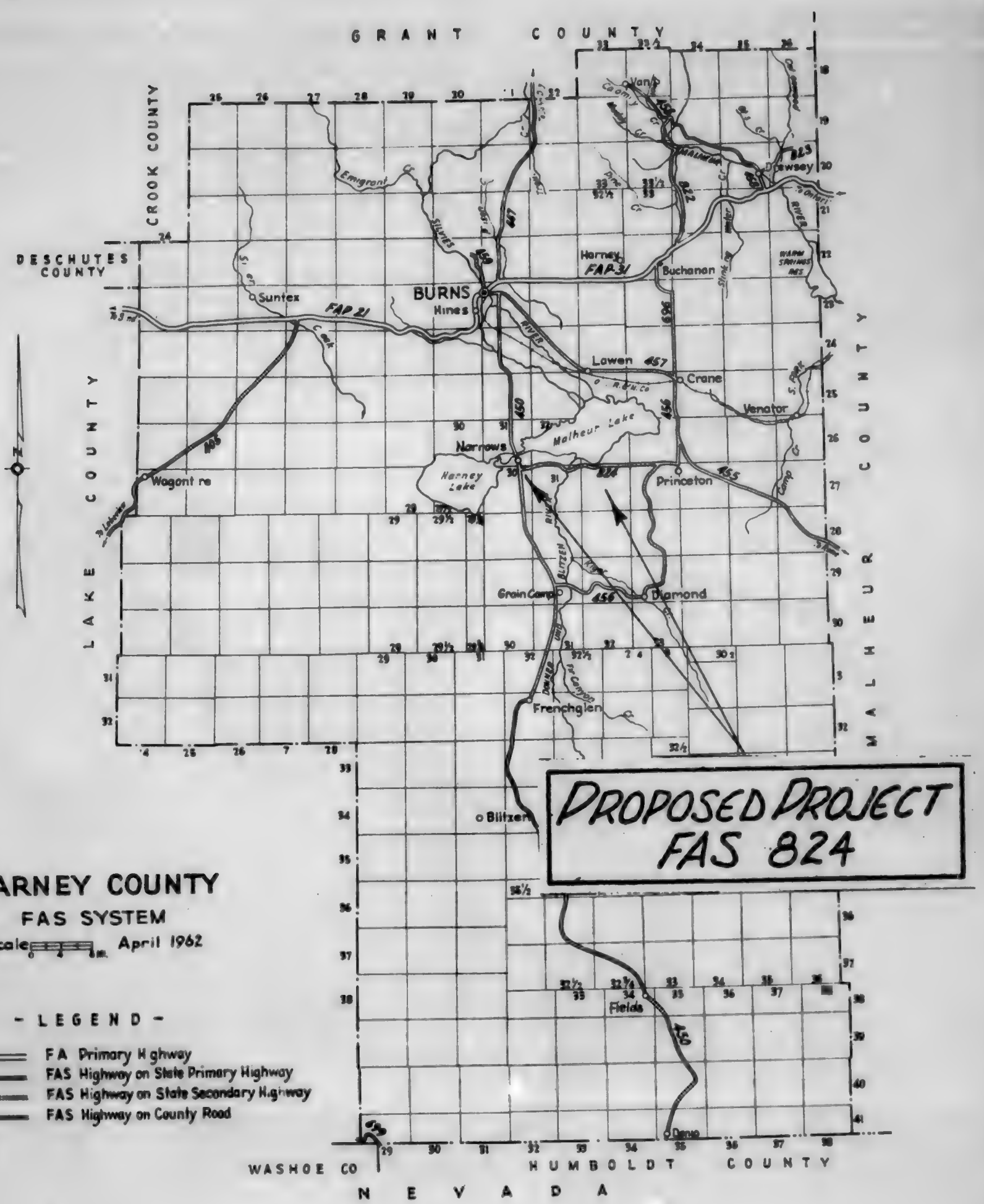
(over)

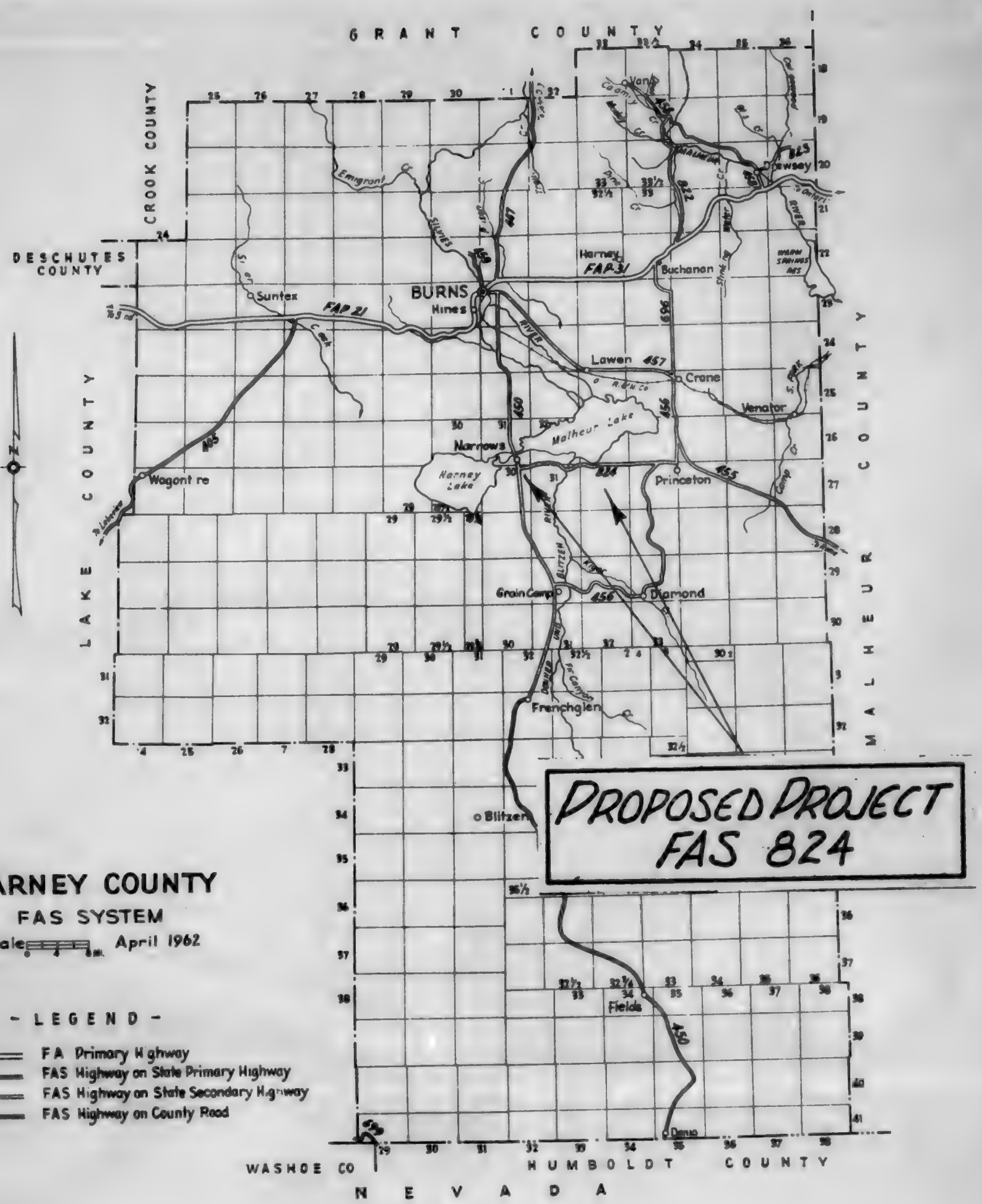
Length of Project 5.8 miles

Work Narrative

Grade, drain, base and place an oil mat wearing surface for a roadway on improved alignment with a top width of 28 feet having two 10-foot travel lanes with 4-foot shoulders.

See attached map for geographic location.


GRANT COUNTY
CROOK COUNTY
DESCHUTES COUNTY
LAKE COUNTY
HARNEY COUNTY
MALHEUR COUNTY
WASHOE CO
HUMBOLDT COUNTY
NEVADA
BURNS
Hines
Suntex
Harney
Buchanan
Lawen
Crane
Venator
Narrows
Malheur Lake
Harney Lake
Princeton
Wagontire
Grain Camp
Diamond
Frenchglen
Blitzen
Fields
Denio
Dayville
Dawsey
FAP 21
FAP 31
457
450
456
455
205
395
78
Emigrant Cr.
Silvies River
Silvies Cr.
Malheur River
Camp Cr.
Willow Cr.
Buck Cr.
Crane Cr.
Venator Cr.
Dayville Cr.
Dawsey Cr.
Johnson Cr.
Willow Springs Mts.
Trout Cr.
Owyhee River
Blitzen River
Donner und Blitzen River
Mud Cr.
Camp Cr.
Harney Lake
Malheur Lake
Silvies River



HARNEY COUNTY

FAS SYSTEM

Scale 0 4 8 mi. April 1962

- LEGEND -

- FA Primary Highway
- FAS Highway on State Primary Highway
- FAS Highway on State Secondary Highway
- FAS Highway on County Road

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FEB 6 - 1970
FOR FILING
S-5771(1)
7454

PREFIX NO. 513-1471

ADDENDUM "A" TO LOCATION PROSPECTUS
FRENCHGLEN HIGHWAY-MALHEUR WILDLIFE REFUGE HEADQUARTERS SECTION
SOD HOUSE LANE, FAS 824
HARNEY COUNTY

2-4-70

This Addendum is submitted to revise and correct the location prospectus of the above-named section.

PARAGRAPHS 1 THROUGH 5: Correct as per original prospectus.

PARAGRAPH 6: Delete paragraph and substitute the following:

CHARACTERISTICS: The ADT varies from 50 at the Frenchglen Highway Junction to 30 at the headquarters. Projected ADT is from 80 to 42 respectively.

PARAGRAPH 7: Delete Class (E) and substitute Class (F).

PARAGRAPHS 8 THROUGH 14: Correct as per original prospectus.

February 4, 1970

Oregon State Game Commission
Bureau of Public Roads (3)
Forrest Cooper
F.B. Klaboe
D.J. Barbee
F.L. Hall
Ivan Merchant (4)
F.D. Morgan
J. M. Cartwright (2)
H.S. Cox (2)
W.N. Hackleman
A.D. Olson
Jack Rowland
C.G. Swenson
F.E. Terpin

Fish Commission of Oregon
H.S. Coulter (3)
Tom Edwards
V.D. Wolfe
F.B. Crandall
E.S. Hunter
D.H. Moehring (3)
L.H. Young
R.N. Chase
B. L. Gifford
V.J. Johnson
R.E. Olson
Robert Royer
W.H. Tebeau
F.W. Yarbrough (2)

NOTED
FORREST COOPER

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FEB 5 1970
OFFICE OF
STATE HIGHWAY ENGINEER

Res 824
Harney Co

County Court *for* Harney County

P. O. Box 1147
BURNS, OREGON 97720

NOTED
H. S. COX

January 21, 1970

H. S. Cox, County City Engineer
State Highway Department
Highway Building
Salem, Oregon

Hal-Bob

Dear Sir:

Harney County Court is desirous of having the entrance road in to the Malheur Bird Refuge headquarters contracted in two projects; the grading in 1970 and the surfacing in 1971.

This is deemed necessary because of insufficient funds on hand to complete the project as a one unit bid.

Very truly yours,

Newton Hotchkiss, Judge

George W. Purdy, Commissioner

Frank C. White, Commissioner

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JAN 23 1970
ENGINEER
COUNTY & CITY DIVISION

Copy to:- Scott Gulter
R.I. Barbee
C.G. Swanson
R.N. Chase

NOTED
P. B. Arensmeier

NOTED
R. H. FRANGE

NOTED
HAROLD
REYNOLDSON

NOTED
RICHARD UNREIN

Noted
Oscar H. Norberg

Res 824
Harney Co

County Court *for* Harney County

P. O. Box 1147
BURNS, OREGON 97720

NOTED
H. S. COX

January 21, 1970

H. S. Cox, County City Engineer
State Highway Department
Highway Building
Salem, Oregon

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Newton Hotchkiss, Judge

George W. Purdy

George W. Purdy, Commissioner

Frank C. White

Frank C. White, Commissioner

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JAN 23 1970
ENGINEER
COUNTY & CITY DIVISION

Copy to:- Scott Gulter
R.I. Barbee
C.G. Swenson
R.H. Chase

NOTED
R. H. PRANGE

NOTED
P. B. Arensmeier

NOTED
HAROLD
REYNOLDSON

NOTED
RICHARD UNREIN

Noted
Oscar H. Norberg

MEMO TO FILES

Frenchglen Highway-Malheur Wildlife Refuge Hdqtrs.
Sod House Road
FAS 824
Harney County

Contacted Judge Hotchkiss by telephone January 6, 1970 and informed him that this project was now estimated to be between $350,000 and $360,000. The grading is estimated to be $210,000 to $220,000, and the paving to be $140,000 to $145,000. I suggested that the County do the project in two contracts instead of one. Judge Hotchkiss thought this was a good idea and would take it up with the rest of the Court and let us know.

Harold Reynoldson
Harold Reynoldson
Planning Engineer
County and City Department

HR:ljt
1/7/70

currently scheduled for 6-70 = $350,000

NOTED
H. S. COX

NOTED
R. H. PRANGE

NOTED
RICHARD UNREIN

Noted
Oscar H. Norberg

NOTED
P. B. Arensmeier

NOTED

RECEIVED
JAN 7 - 1970
GAME
COMMISSION

OFFICE OF THE DIRECTOR

P. O. BOX 3503 • 1634 S.W. ALDER ST. • PORTLAND, OREGON • 97208 • Ph. 222-9611

S-5770
7454

December 23, 1969

TOM McCALL
GOVERNOR

COMMISSIONERS
GEORGE L. HIBBARD, Chairman
J. PAT METKE, Vice Chairman
JOHN P. AMACHER, Member
JOSEPH W. SMITH, Member
JAMES W. WHITTAKER, Member

JOHN W. McKEAN
State Game Director

cc's sent 1-5-70

F.B. Klaboe
L.H. Young
T.C. Roake (5)
C.G. Swenson
W.H. Tebeau
F.E. Terpin (5)
L.W. Rulien (2)
R.D. Asburry (4)
H.S. Coulter (4)

State Highway Engineer
State Highway Department
Salem, Oregon 97310

Attention: Mr. Frank L. Hall

Dear Sir:

We are replying to letters from your office dated December 5, 15, and 17 which referred to the prospectuses for the following projects:

1. Old Scholls Ferry Road-Pacific Highway West Section
   Murray Boulevard, FAS 630, Washington County

2. Ridgeview School-Malloy Ranch Section
   Succor Creek Road, Malheur County

3. Ona Beach State Park
   Foot Bridge, Lincoln County

4. Halsey Interchange-Lane County Line Section
   Pacific Highway, Linn County

5. Frenchglen Highway-Malheur Wildlife Refuge Headquarters
   Section Sod House Lane, FAS 824, Harney County.

None of the above projects will have any adverse effects on the fishery resources and they are all approved.

We appreciate being able to comment on this proposed construction.

Very truly yours,

R. C. Koski

R. O. Koski
Fishery Staff Specialist

RECEIVED
JAN 5 19[illegible]
OFFICE OF
STATE HIGHWAY ENGINEER

ROK:js

cc: Dir. OFC

DEC 20 1969

7454

12-12 69

PREFIX NO. 513-1471

LOCATION PROSPECTUS
FRENCHGLEN HIGHWAY-MALHEUR WILDLIFE REFUGE HEADQUARTERS SECTION
SOD HOUSE LANE, FAS 824
HARNEY COUNTY

HIGHWAY:	Sod House Lane. Federal-aid Secondary 824.
TERMINI:	The westerly end is at the intersection of FAS 824 with the Frenchglen Secondary Highway. The easterly end is the headquarters of the Malheur Wildlife Refuge.
LENGTH:	5.8 miles.
PROGRAM:	1970 FAS-C funds.
NARRATIVE:	This will be a location survey to prepare plans, specifications and cost estimates for grading and oiling on existing and improved alignment. Reconnaissance is not needed. Drainage problems are not anticipated. Soils investigations will be conducted. An economic analysis is not needed at this time.
CHARACTERISTICS:	The ADT varies from 150 at the Frenchglen Highway junction to 30 at the headquarters. Project ADT is from 210 to 42 respectively.
STANDARDS:	Class E. Deviations from State and AASHO standards are not anticipated.
TYPICAL SECTION:	Two 10-foot travel lanes, 4-foot shoulders.
ACCESS:	Not controlled.
BRIDGES:	County will alter structure to match new alignment and grade.
MATERIALS:	Harney County will furnish material source.
ADD'L FACILITIES:	There are no railroads or airports affected.
AGREEMENTS:	Routine County negotiations for FAS-C project.
PARKS:	None affected.

NOTED
TOM EDWARDS

December 12, 1969
Attachment

Oregon State Game Commission
Fish Commission of Oregon
Bureau of Public Roads (3)
H. S. Coulter (3)
Forrest Cooper
Tom Edwards
F. B. Klaboe
V.D. Wolfe
D. J. Barbee
F. B. Crandall
F. L. Hall
E. S. Hunter
Ivan Merchant (4)
D. H. Moehring (3)
F. D. Morgan
L. H. Young
J. M. Cartwright
R. N. Chase
H. S. Cox (2)
B. L. Gifford
W. N. Hackleman
V. J. Johnson
A. D. Olson
R. E. Olson
Jack Rowland
Robert Royer
C. G. Swenson
W. H. Tebeau
F. E. Terpin
F. W. Yarbrough (2)

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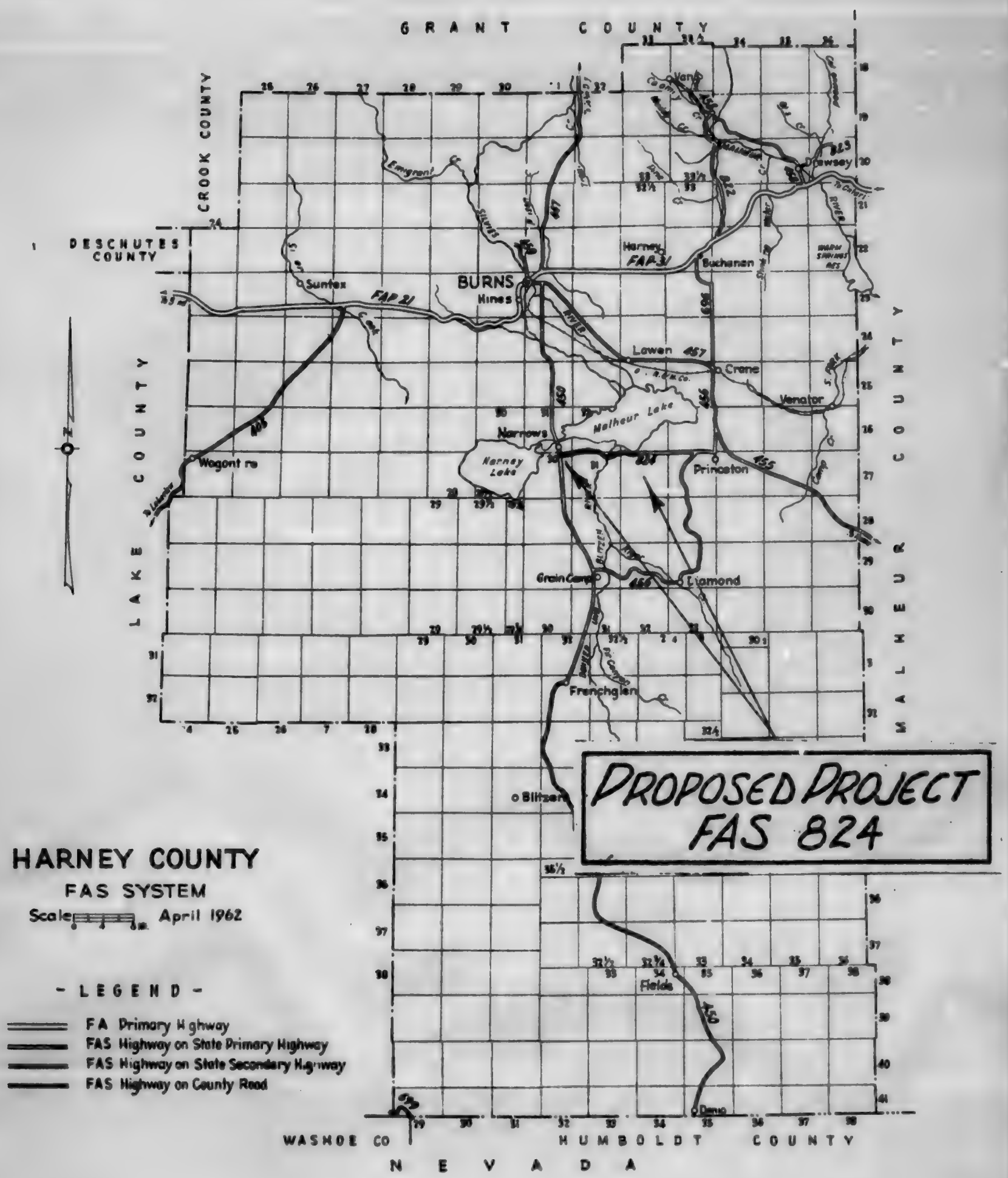
DEC 17 1969
OFFICE OF
STATE HIGHWAY ENGINEER



HARNEY COUNTY

FAS SYSTEM

Scale 0 4 8 Mi. April 1962

- LEGEND -

- FA Primary Highway
- FAS Highway on State Primary Highway
- FAS Highway on State Secondary Highway
- FAS Highway on County Road

HARNEY COUNTY 11-17-69
PROPOSED PROJECT (1970 Funds)

FAS 824, Sod House Lane: Frenchglen Highway--Malheur Wildlife Refuge Headquarters Section, Grade, Drain, Base and Pave. 5.8 miles, $350,000.

Grade, drain, base and place an oil mat wearing surface for a roadway on improved alignment with a top width of 28' having two 10' travel lanes and 4' shoulders. No additional right-of-way. County has a suggested material source. Utilities are involved.

State will do the necessary additional surveying and prepare plans and specifications.

County will alter structure to match new alignment and grade.

Hearing not necessary.

69-h
HR:ljt

HIWAY COMMISSION
APPROVED ON NOV 18 1969

RECEIVED
OCT 6 - 1969
ENGINEER
COUNTY & CITY DIVISION

COUNTY ROAD FAS-C PROJECT REQUEST

10-7-69

Name of County Harney FAS No. 824 Date _____
County Road Name Sod House Lane
Section Name H/W 205 to Malheur Wildlife Refuge Hdqtrs. Length Approx. 5.8 Mi.
Type of Project _____
Location of Project (Attach sketch map) _____
ADT 50 Road Class (Highway Standard) "F"

Is this request for county bridge design only? Yes _____ No _____

I. ROAD PROJECT DATA

1. Traveled Surface: Type Oil Width 28' top width

2. Shoulders: Type _____ Width _____
(NOTE: Oiled or paved shoulders required on all Class E or higher projects.)

3. Grading & Drainage:
By County ____ County Date of Completion _____ By Contract x

4. Bottom Base Course:
By County ____ County Date of Completion _____ By Contract x
Has base design been given to County? Yes ___ No ___
Will it be furnished? Yes ___ No ___

5. Leveling Course:
By County ____ County Date of Completion _____ By Contract x

6. Binder Course:
By County ____ County Date of Completion _____ By Contract x

7. Traveled Surface & Shoulders:
By County ____ County Date of Completion _____ By Contract x

8. Clearing:
By County ____ County Date of Completion _____ By Contract x

9. Curbs:
Curbs Required? Yes ____ No x
Type Desired (rolled, exposure, monolithic, special county standard, etc.) _____
Width between Curbs _____

10. Are A.C. footpaths behind curbs desired? Yes ____ No x

11. Are there any structures to be replaced or altered? Yes x No ____

12. Will replacement be by: County x Contract _____
(NOTE: If by contract, fill out bridge project data on pages 2, 3, and 4)

13. Will County adjust structure to new grade? Yes _x_ No ____

14. Will County adjust structure to additional width? Yes _x_ No ____

15. Will adjusted width be standard? Yes ____ No ____ 28' travelled way
(NOTE: Standard width of structure is traveled way plus full shoulders or 32', whichever is greater. If structure is of substandard width, County must sign same to satisfaction of Bureau of Public Roads.)

16. Does County wish rounding of cutbanks? Yes ____ No _x_

17. Does County wish sight posts installed? Yes ____ No _x_

18. Does County wish guard rail installed? Yes ____ No _x_

19. Does County wish seeding and mulching incorporated into job?
Yes ____ No _x_

20. Will traffic signals be required? Yes ____ No _x_
If yes, give location and type: _____

21. Is project contingent upon other factors? Yes ____ No _x_
(Such as construction and timing, cooperative project by County, tie-in with outside projects, etc.)

If yes, explain: _____

Remarks re Section I: _____

II. BRIDGE PROJECT DATA

1. Name of river or stream Blitzen River

2. Name of bridge Mile Post #

3. Location (please attach map with location marked): _____
Section ____ Township _____ Range _____ W.M.

4. Desired width of bridge _____
(NOTE: Standard width of FAS structure is traveled way plus full shoulders or 32', whichever is greater.)

5. Are sidewalks desired? Yes ____ No _x_
Upstream _____ Downstream _____ Width _____

6. Does County wish a particular type of bridge design? Yes ____ No ____
(Such as concrete, steel, or timber structure; concrete, steel, or timber piling; etc. _____

7. Will County furnish any materials for bridge? Yes ____ No ____
Explain _____

8. Foundation Testing: By County? Yes ____ No ____
By State? Yes ____ No ____

9. Can road be closed during construction? Yes ____ No ____

10. Detour: Required? Yes ____ No ____
By County? Yes ____ No ____
By Contractor? Yes ____ No ____

11. Approaches or Connections: By County? Yes ____ No ____
By Contractor? Yes ____ No ____
Traveled surface: Type _____ Width _____
Shoulders: Type _____ Width _____
(NOTE: Approach fills for pile bent structures must be in place prior to bridge construction.)

12. Guard Rail: Desired on approaches or connections: Yes ____ No x
Right side only? Yes ____ No ____
Both sides? Yes ____ No ____
(NOTE: Safety standards require that guard rails be attached to and extend continuously from structure railings. Also, County's approach work must be completed immediately so as not to hinder the contractor's guard rail installation or otherwise delay contract completion.)

13. Existing Structure: Remain in place? Yes x No ____
Use for detour? Yes ____ No ____
Removed by County? Yes ____ No ____
Removed by Contractor? Yes ____ No ____
Salvaged by Contractor for County? Yes ____ No ____
(NOTE: If existing bridge salvaged by Contractor for County, County must pay 100% of salvage value of structure.)

14. If riprap or rock blanket required, to be:
By County? Yes x No ____
By Contractor? Yes ____ No ____

15. Will any of the following utilities be attached to this structure?

a. Water mains: Yes ____ No x Size _____
Company _____

b. Sanitary sewer mains: Yes ____ No x Size _____
Company _____

c. Storm sewer: Yes ____ No x Size _____
Company _____

d. Gas mains : Yes ____ No x Size _____
Company _____

e. Power lines: Yes ____ No x
Company _____

f. Telephone lines: Yes ____ No x
Company _____

g. Other Utilities: No. x

16. Does County wish provisions made for future utility attachment to structure? Yes ____ No x

17. Does County wish lightpost bases & conduit installed? Yes ____ No x

18. Does County wish complete job of illumination in project? Yes ____ No x

19. Is project contingent upon other factors? Yes ____ No x
(Such as construction and timing, cooperative project by County, tie-in with outside projects, etc.)
If yes, explain: _____

Remarks re Section II: _____

III. SURVEY DATA

1. Survey, including bridge and railroad vicinity maps, to be done:
By State? Yes ____ No x
By County? Yes ____ No ____
(NOTE: If project is canceled, County must pay for survey.)

2. Does County have any survey data? Yes x No ____

3. Construction plans and specifications to be prepared:
By State? Yes x No ____
By County? Yes ____ No ____

Remarks re Section III: _____

IV. RIGHT-OF-WAY & UTILITIES DATA

1. What is width of existing right-of-way? Maximum 80' Minimum _____

2. Is any additional right-of-way needed? Yes ____ No x

3. Will right-of-way be acquired by: Resolution ____ or Deed ____

4. Should State prepare options? Yes ____ No ____

5. Should State prepare centerline descriptions for acquiring right-of-way by resolution? Yes ____ No ____

6. Should material source site be included in right-of-way descriptions? Yes ____ No x

7. Is there any merchantable timber on right of way? Yes ____ No x

8. Will timber be reserved for owner? Yes ____ No ____

9. Will timber become property of contractor? Yes ___ No ____

10. Is a hearing necessary? Yes ____ No x
(NOTE: If right-of-way is procured, if function of roadway is changed, an opportunity for a hearing must be afforded.)

11. Are there any utilities (electric, water, gas, sewer, etc.,) on private land? Yes [illegible] No x
If yes, give type and name of utility company: [illegible]

12. Are there any utilities (electric, water, gas, sewer, etc.) on existing right-of-way? Yes x No ____
If yes, give type and name of utility company: Harney Electric Cooperative

13. Are utilities on existing right-of-way by permit x or by franchise ____
(NOTE: County must move all utilities located on present right-of-way.)

14. Are there any irrigation facilities: Yes ____ No x
If yes, give name of irrigation company or district _____ and dates between which water can be turned off: From _____ To _____

15. Are there any railroad crossings? Yes ____ No x

16. Name of Railroad _____

17. Number of tracks: Mainline - Siding - Total -

18. Sight Distance: _____ (Left) _____ (Right)

19. Number of Trains: Passenger _____ Speed _____
Freight _____ Speed _____

20. Angle of Intersection: _____

21. Type of Existing Crossing: Grade ____
Overcrossing ____
Undercrossing ____

22. Existing Protection:
Advance warning signs ____ Automatic flashing ____ Stop signs ____
Crossbucks ____ Automatic bell ____ Gates ____

23. Proposed Protection: _____
_____

24. Are there to be stopping lanes for buses and trucks, etc.
Yes ____ No x

25. Will railroad crossing be altered? Yes ____ No ____
If yes, specify: _____

26. Traffic Control Signing:
To be part of project? Yes ____ No x
By County? Yes ____ No ____
By State at County expense? Yes ____ No ____
(NOTE: These signs must be in place prior to acceptance.)

27. Striping:
To be part of project? Yes ____ No x
By County? Yes ____ No ____
By State at County expense? Yes ____ No ____
(NOTE: Striping must be completed prior to acceptance.)

28. Does County wish State to prepare P.U.C. hearing data? Yes ____ No x

29. Will P.U.C. application be made by State ____, or County ____?
(NOTE: County must plead or argue its own case at all P.U.C. hearings.)

30. Will there be any displaced persons from farms, homes, or businesses requiring relocation assistance? Yes ____ No x
(NOTE: No property owner shall be required to move from his home, farm, or business without at least 90 days' written notice prior to the intended vacation date.)

Remarks re Section IV _____
_____
_____
_____

V. MATERIAL SOURCES DATA

1. Gravel x Quarry _____ Cinders x

2. Owner: County x State _____ Private _____ Other x Wildlife Refuge

3. Location: _____ Section ____ Township _____ Range _____ W.M.

4. If County lease, what are royalty payments? _____

5. Materials furnished by County: Borrow x Select Topping _____
Base Course x Level Course _____ Mineral Aggregates _____
Location _____
Miscellaneous Items: _____

Remarks re Section V _____

VI. FINANCIAL DATA

1. Estimated Cost: $ _____

2. Available FAS Funds: $ 206,000 Fed. & State $164,800, County $41,200.

3. Date match money is available: This date

4. Will there be any 100% County money? Yes _____ Nc _____

5. Maximum amount of 100% County money available: $_____

6. Date County requests letting: _____

Remarks re Section VI _____

UNUSUAL OR COMPLICATED CIRCUMSTANCES: _____

This application is not complete without an attached exhibit showing location of project.

By Newton Hutchison
County Judge or Comm. Chairman

By George W. Tuesley
County Commissioner

By Dick Bolton
County Commissioner

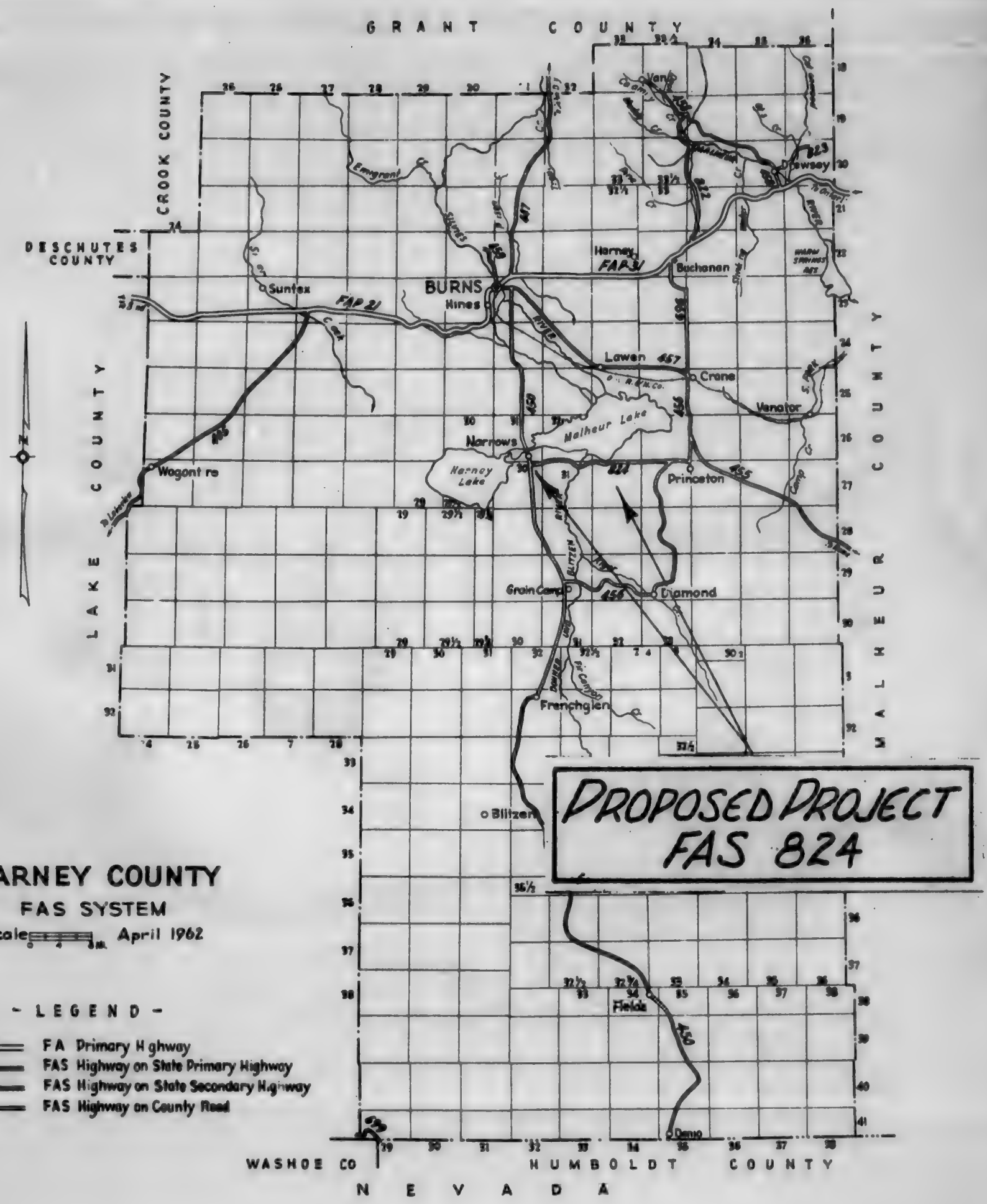
By Hubert W. Laurel Jr.
County Engineer or Roadmaster

Robert H. Tamye
O.S.H.D. Field Engineer

Date 10-7-69

County Harney
Date 10-1-69

69-a, FAS-C



HARNEY COUNTY

FAS SYSTEM

Scale 0 4 8 Mi. April 1962

- LEGEND -

- FA Primary Highway
- FAS Highway on State Primary Highway
- FAS Highway on State Secondary Highway
- FAS Highway on County Road

FAS 824, Harney Co

FORM S-50 REV 10-66

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
January 6, 1969

RECEIVED
JAN 8 1969
ENGINEER
COUNTY & CITY DIVISION

To: Mr. A. F. Parson
Division Engineer
La Grande

NOTED
H. S. COX

SUBJECT: Preliminary Soils & Geology Report
Frenchglen Highway-Malheur Wildlife
Refuge Section
Narrows-Princeton Road FAS 824

Preliminary soils and geology work is completed on the subject section. This section is 5.78 miles long beginning at the Frenchglen Highway and ending at the Malheur Wildlife Headquarters.

Typical Soils - are represented by SD No- 52535 (9 samples)

Existing base samples - are represented by SD No- 52534 (9 samples)

Special Problems - There is a flooding condition in the borrow ditches from Mile Point 3.15 to 5.75 during the months of May and June due to irrigation and flooding which occurs during wet years.

Material Sources - 1. Gravel prospected by Harney County 2.2 miles west of MP 24.23 of the Frenchglen Highway. This gravel is quite fine and should be suitable as pit run base and 3/4" and smaller oil aggregate sizes. Sample Data No- 52533.

2. State gravel pit 1R-5-1365 M.P. 24.23 Frenchglen Highway. The bulk of the rock has probably been used from both this source and the land across the Malheur Wildlife Refuge Road. The source was quite shallow with the rock fairly small in size. Some material could probably be obtained from this source though previous exploration shows this to be quite limited. Sample Data No- 52532.

NOTED
R. H. PRANGE

NOTED
HARD UNREIN

NOTED
MAINOR C. HOLMES

NOTED
P. B. Arensmeier

NOTED
HAROLD
REYNOLDSON

NOTED

3. Cinder pit at the Malheur Wildlife Refuge Headquarters. This is the best source of pit run base for the project due to its location and ample quantities. Sample Data No- 52531.

It is recommended that due to the small sizes of gravels located in the area that consideration be made that oiling aggregate be 3/4" or smaller. Previous jobs from the existing pits had difficulty producing the larger 1 1/4" aggregates.

Frost Penetration - 36" ±

Gordon E. Cochran
Geologist

GEC/ln
CC: Const. Engr.
F. W. Yarbrough
H. S. Cox

NOTED
H. S. COX

MEMO TO FILES: November 1, 1968

SUBJECT: Frenchglen Highway-Malheur Wildlife Refuge Section
Narrows-Princeton Road, FAS 824
Harney County

A field investigation was made of the subject section on October 29 by R. H. Prange and Harold Reynoldson, accompanied by Judge Hotchkiss and County Road Supervisor Herb Fawcett.

The proposed section of FAS 824 to be improved is 5.78 miles and extends from the Frenchglen Highway south of Narrows easterly to the Malheur National Wildlife Refuge Headquarters. It is the County's intent to regrade and widen the existing alignment and to place pit-run base materials. The State will be requested to contract a leveling course and oil-mat wearing surface 22 feet wide with 2-foot shoulders (F) as an FAS-C project.

The latest Traffic Volume Tables indicate a present traffic count of 50 ADT. By applying the 20-year expansion factor of 1.4 for this particular economical area (50 ADT x 1.4 = 70 ADT), a Class F Highway would be appropriate.

Since the County will perform the grading and placement of pit-run base, they will need some assistance in determining a base design and testing of suitable materials for same. There is a gravel pit located at the junction of FAS 824 and the Frenchglen Highway. There is also a cinder pit located on the easterly end of the project near the Wildlife Refuge Headquarters. Pit-run materials are also available 1.6 miles west of the Frenchglen Highway-FAS 824 junction (see attached map for these locations). The County's problem is: are these materials sufficient in quantity and quality for pit-run base, and can they be crushed for oiling aggregates? It should be noted that the State used materials from the pit at the junction in constructing the Frenchglen Highway.

There are two small structures that the County will widen to the width of the traveled way plus full shoulders. This work will be done by County forces during their grading work.

The existing grade and alignment meets the requirements of a Class F Highway except that the County will improve the sight distance on a rather sharp vertical near the westerly end of the project by lowering the grade approximately 14 feet, and reduce an 8 degree horizontal curve to a 6 degree curve near the Sod House School.

R. H. Prange, Field Engineer
County and City Division

NOTED
HAROLD REYNOLDSON

RHP:eb
cc H. S. Coulter, Div. 5
F. W. Yarbrough

NOTED
MAINOR C. HOLMES

NOTED
P. B. Arensmeier

NOTED
H. PRANGE

NOTED
RICHARD UNREIN

NOTED
DON HARWELL

County Court *for* Harney County

P. O. Box 1147
BURNS, OREGON 97720

FAS 824

September 27, 1968

H. S. Cox
County & City Engineer
State Highway Commission
Salem, Oregon

Dear Sir:

Harney County Court has decided to improve the entrance road in to The Malheur Bird Refuge headquarters, if it will comply as an approved F.A.S. Project.

We would appreciate having your office send us some one to go over this project with us.

Very truly yours,
Harney County Court
Newton Hotchkiss
Newton Hotchkiss, Judge
by Ida O Huffman
Secy.

NOTED
R. H. PRANGE

RECEIVED
SEP 30 1968
ENGINEER
COUNTY & CITY DIVISION

NOTED
JON HARWELL

$ 74,580 - Fed
$ 124,000 - Total
+ $ 76,500 - Fed
126,000 - Total
} $ 250,000 Total incl 1970-71 funds

ROADSIDE CULTURE AS OF 1958

SHEET 3 OF 3 MAP SHEETS AND 1 SUPPLEMENTAL SHEET

Lawen

OREGON

SHORT LINE

Warm Springs Butte

CRANE

Harriman

Saddle Butte

MALHEUR NATIONAL WILDLIFE REFUGE

MALHEUR LAKE

Windy Point

VIRGINIA VALLEY

New Princeton

Black Butte

Voltage

Voltage

FAS-824

FAS-456

Princeton

Hat Butte

Malheur

Adobe Flat

Andrews

R31E

R32E

R33E

T25S

T26S

T27S

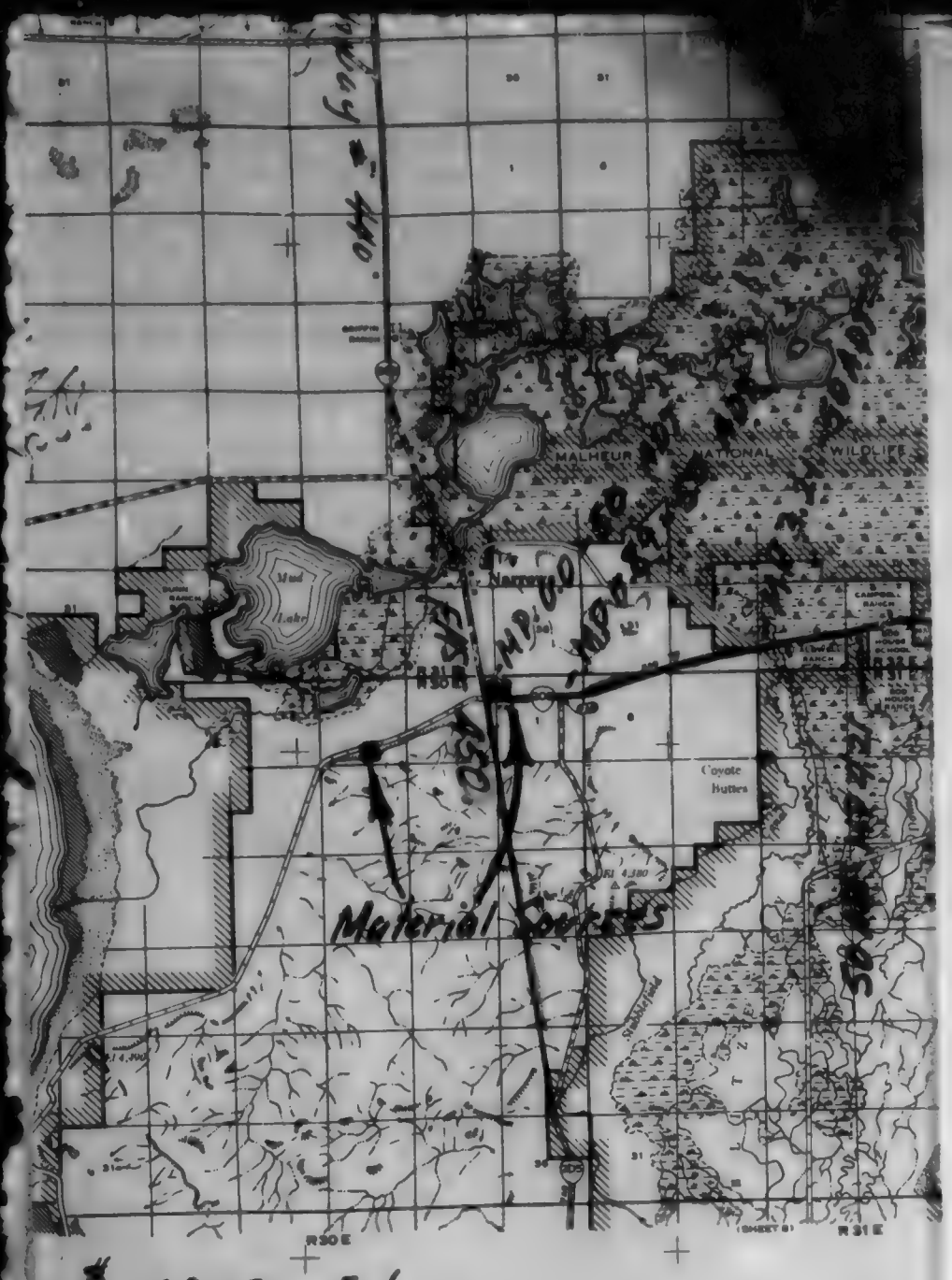
MP&W-MSBD

MP&W-10101

MP&W-10111-30 MOT

ROADSIDE CULTURE AS OF 1998

5 MAP SHEETS AND 1 SUPPLEMENTAL SHEET



$ 74,580 - Fed
$ 124,000 - Total
+ $ 76,500 - Fed
126,000 - Total

$250,000 Total incl 1970-71 funds

ROADSIDE CULTURE AS OF 1

SHEET 5 OF 3 MAP SHEETS AND 1 SUPPL

5.78 mi.

15-3251 Prospect Sand Shed on County Road, North of Medford 1970

#7455

RECEIVED
JAN 18 1971
FOR FILE

15-3251
7455

January 13, 1971

Reliance Insurance Co.
620 Oregon Bank Building
Portland, Oregon 97204

Gentlemen:

On January 13, 1971, we wrote to you concerning release of final payment on Contract No. 7455 awarded to Rogue Valley Construction Company for the Prospect Sand Shed in Jackson County.

Final payment on this contract is $1,343.70 and the total contract amount is $27,200.40. No work was performed under force account.

Very truly yours,

Floyd Omery, Secretary
OREGON STATE HIGHWAY COMMISSION

fhm

cc Rogue Valley Construction Co.
725 Royal No. 3
Medford, Oregon 97501

Frank Morgan
Ivan Merchant
V. E. Skeen
Attn: John Kerr
G. T. Keaney

RECEIVED
JAN 13 1971
FOR FILING

15-325
7455

January 11, 1971

Oregon State Highway Commission

Gentlemen:

Work was completed December 11, 1970 on Contract No. 7455. The contract was with Rogue Valley Construction Company and was for a sand storage shed on the Prospect Sand Shed Section in Jackson County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective January 11, 1971 and that you concur in this procedure at the Commission meeting on February 16, 1971.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Floyd Query
Tom Edwards
A. E. Johnson
Victor D. Wolfe
F. D. Morgan
I. D. Merchant
V. E. Skoog
L. H. Young
C. T. Keasey

VG:fw

15-3251 C

7455

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: PROSPECT SAND SHED		WEEK ENDING: December 12, 1970
		SECTION PREFIX: 15-3251
HIGHWAY: - - -		COUNTY: Jackson
NAME OF JOB: Prospect Sand Shed	KIND OF WORK: Building	
CONTRACTOR: Rogue Valley Construction Co.	CONTRACT NUMBER: 7455	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: August 18, 1970	DATE WORK STARTED: September 14, 1970	ESTIMATED COMPLETION DATE: - - -
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 2 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 90	CALENDAR DAYS USED 87
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 97%
PROJECT AUTHORIZATION: $ 30,770.73		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%
EXCLUSIVE OF ENGINEERING: $ 28,083.33	ENGINEERING AUTHORIZATION $ 2,687.40	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 28,083.33	ENGINEERING COST TO DATE $ 2,800.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100%
ESTIMATED PERCENT: OVERRUN / UNDERRUN . . . . . 0.0 %	PERCENT OF AUTHORIZATION . . . . . 104 %	DATE PROJECT WAS COMPLETED: December 11, 1970

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 12-6	O'cast & Cool			
MONDAY 7	O'cast & Cool			
TUESDAY 8	O'cast & Showers			
WEDNESDAY 9	Cloudy			
THURSDAY 10	Cloudy			
FRIDAY 11	Partly Cloudy			
SATURDAY 12				

Routing
Morgan
Decker
Bond
Bohme
Johnsen

RECEIVED
DEC 10 1970
CONSTRUCTION DIVISION

RECEIVED
DEC 14 1970
BRIDGE DIVISION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
6 Dec SUNDAY	No Activity
7 Dec MONDAY	No Activity
8 Dec TUESDAY	No Activity
9 Dec WEDNESDAY	No Activity
10 Dec THURSDAY	Completed Final coat of paint.
11 Dec FRIDAY	Cleaning up job site, and pick up work.
12 Dec SATURDAY	

REMARKS

Project completed 11 Dec 1970.

This will be the final weekly report.

Semi-final estimate will be forwarded to ~~XX~~ the regional engineer office on 14 Dec.

SIGNED Keith L. Martin LOCATION ~~Grants Pass~~

Keith L. Martin

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

RECEIVED
SEP 18 1970
FOR FILES

15-3251
7455

September 16, 1970

Rogue Valley Construction Company
726 Royal #3
Medford, Oregon 97501

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7455 for the Prospect Sand Shed in Jackson County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

Enclosure

cc Baltimore Ins. Co.
620 Oregon Bank Building
Portland, Oregon 97204

Frank Morgan
Ivan Merchant
C. T. Keasey
Bill Brown

RECEIVED
SEP 2 - 1970

FOR FILING

15-3251
7455

September 3, 1970

Rogue Valley Construction Co.
726 Royal #3
Medford, Oregon 97501

Gentlemen:

Enclosed are three copies of Contract No. 7455 for $26,874 awarded to you by the State Highway Commission on August 18, 1970. This contract is for construction of the Prospect Sand Shed in Jackson County.

Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin September 16, 1970.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cr
Enclosures

bc: F. D. Morgan
I. D. Merchant
C. T. Keasey
Bill E. Brown

RECEIVED
AUG 24 1970

15-3251
7455

August 19, 1970

Rogue Valley Construction Co.
726 Royal #3
Medford, Oregon 97501

Gentlemen:

The State Highway Commission on August 18, 1970, awarded to you State Highway Contract No. 7455 in the amount of $26,874.00 for the Prospect Sand Shed in Jackson County.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Assistant Secretary

sss

cc F. D. Morgan
I D. Merchant
C. T. Keasey
Bill E. Brown
Wm. Geibel (SAIF)

18-3426 Willamette Pass Maintenance Station on Willamette Hwy., SE of Eugene (Building) 1970

#7456

RECEIVED
DEC 12 1972
FOR FILING

7456

December 11, 1972

American Insurance Company
921 S. W. Washington Street
Portland, Oregon 97205

Attention: Fidelity & Surety
Department

Gentlemen:

A third post-final payment for $500 will be made to K. G. Dahlke Construction, Inc., and K. G. Dahlke for the Willamette Pass Maintenance Station on the Willamette Highway in Klamath County as soon as the warrant is prepared.

The total amount paid on this contract will be $36,377.32 including the post-final payment. No force account work was performed on this contract.

Very truly yours,

C. W. Reed, Secretary
OREGON STATE HIGHWAY COMMISSION

hs

cc K. G. Dahlke Construction, Inc.
and K. G. Dahlke
4120 S. E. Gladstone
Portland, Oregon 97206

bc C. T. Kenney
Walt Hart
V. E. Skoog
Attn: W. L. Mosmer
J. F. Putnam

RECEIVED
NOV 1972
FOR FILING
7456

November 29, 1972

K. G. Bakke Construction Company
and K. G. Bakke
P. O. Box 236
Clackamas, Oregon 97015

Gentlemen:

The State Highway Division has considered your request for an additional ten days to complete the work on the Willamette Pass Maintenance Station on the Willamette Highway in Klamath County, Contract 7456.

After reviewing the facts pertaining to this request, the State Highway Division has granted you an additional ten-day extension of time without assessment of liquidated damages.

Very truly yours,

A. E. Johnson
Acting Deputy State Highway Engineer

JD:ag jf

bc: C. W. Head
George Baldwin
F. B. Klaboe
A. E. Johnson
Vern Skoog
L. H. Young
W. J. Hart
C. T. Keasey
J. F. Putnam
N. D. Krehbiel
Gary Sund
Gary Ross

RECEIVED
FOR FILING

7456

November 23, 1972

TO Oregon State Highway Commission

FROM

A. E. Johnson
Acting Deputy State Highway Engineer

SUBJECT Extension of Time, Contract 7456
Willamette Pass Maintenance Station
Willamette Highway, Klamath County

K. G. Bakke Construction Company, Inc., and K. G. Bakke, contractor for the construction of the subject maintenance station, has requested an additional ten calendar days in which to complete the contract work without assessment of liquidated damages. The contractor cites a misunderstanding of instructions received from the State's inspector regarding work stoppage for the winter as his reason for failure to complete the work within the time allotted.

The contract was awarded August 18, 1970, and allotted 90 calendar days to complete the work which forecast a completion date of December 14, 1970. A stop work order was in effect for 161 days. It began on December 14, 1970, because the weather was unsatisfactory for exterior painting which was the only remaining item of work. The work was completed on June 9, 1971, with 107 calendar days charged, which is an excess of 17 days. A 7-day extension of time has previously been granted this contract due to variations and additions to the original contract with the remaining 10 days assessed as liquidated damages.

The contractor claims that on November 30, 1970, in a discussion with the State's inspector, all work on the project would be suspended due to snow and freezing weather with the remaining work to be completed during better weather the following spring. On November 30, 1970, all work on the project was complete with the exception of pouring the concrete aprons and exterior painting of the building, and 76 calendar days

had been charged to the project as of that date. The Resident Engineer was not aware of the contractor's impression of a complete shutdown at the time but a short time later he was informed of this by the contractor. The Resident Engineer then requested that the contractor return and pour the concrete aprons so that the State might occupy and have use of the building. The contractor returned and poured the aprons on December 14, 1970, on which date the Resident Engineer wrote a stop work order. On December 14, 1970, 90 calendar days had been charged to the project which is the original number of days allotted for the work. The contractor claims that had he been aware of the State's desire to pour the aprons, he could have as easily poured them on December 1, 1970, before removing his crew from the project, thereby having 13 calendar days remaining to complete the painting the following spring.

On the basis of the above, and since the State had occupancy and full use of the building after the aprons were poured, I have granted the contractor an additional 10-day extension of time without liquidated damages in accordance with authority given me by you.

This is a State project and concurrence of the Federal Highway Administration is not required. This matter will be on the agenda for your concurrence at the December 12 meeting.

JD:ag jf

bc: C. W. Head
George Baldwin
F. B. Klaboe
A. E. Johnson
Vern Skoog
L. H. Young
W. J. Hart
C. T. Keasey
J. F. Putnam
N. D. Krehbiel
Gary Sund
Gary Ross

AEJ

FORM 6-50 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Bend, Oregon 97701
November 8, 1972

SUBJECT: Request for Extension of Time
Willamette Pass Maintenance Station
Contract No. 7456

To: Walter J. Hart
Bridge Engineer
S A L E M

FROM: J. F. Putnam
Regional Engineer

Again Mr. Bakke, contractor on subject project, has come to us with a request that the liquidated damages be removed. He is basing his request on the fact that he felt he had an agreement with our inspector for closing down the job on November 30 due to poor weather conditions for painting and pouring the apron slab.

When it was brought to my attention that the contractor had left the project without pouring the apron slab, I immediately requested that it be poured so that we would have the use of the building during the winter months.

In checking with the inspector, we have determined that no such agreement was made for shutting down the job, but at that time no specific request was made to pour the apron. Mr. Bakke's crew did come back and pour the slab, but did not take proper precautions for protecting it and it did freeze, thus requiring him to replace it in the spring of the year.

In actuality, the contractor has no basis for relief of charging of workdays, as per our specifications due to the fact that inclement weather is not regarded as a reason for extension of time unless a written stop work order is issued by the Resident Engineer. In this case, this was not done until after the apron slab was poured.

The State had full use of the building and the mere fact that the painting was not done did not interfere with our use of the structure. As pointed out in Resident Engineer Krehbiel's attached letter, we could very well allow an additional ten days, as the only inconvenience to the State was the replacement of the slab in June.

It appears to me that until such time as complete relief is granted to Mr. Bakke, we are going to spend more money processing requests for additional time than it will cost us to write it off.

RECEIVED
NOV 9 1972
BRIDGE DIVISION

JFP:11
Enclosure
cc: N. D. Krehbiel

RECEIVED
DIVISION IV BEND
NOV 3 1972
DE ADE ADE DDO BOE
Assigned
Action

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Bend, Oregon
October 30, 1972

SUBJECT: Willamette Pass Maintenance Sta.
Contract No. 7456

To: J. F. Putnam
Regional Engineer

BEND

Enclosed is a contractor's request for an increase in time from 97 to 107 calendar days to complete this contract. This request is essentially the same as was previously requested by the contractor under Item 4 of his letter of December 30, 1971, a copy of which is enclosed. There was no time granted to the contractor under Item 4 in the previous request.

The contractor contends that the job was shut down November 30, 1970 by mutual agreement between his superintendent and our inspector, Bob Branstetter, and that had he known we wanted the apron slab poured so that the State could use the building during the winter, they would have poured the apron before shutting down. In this case, our order to suspend work could have been effective December 1, 1970 instead of December 14, 1970.

I have no knowledge or record of a discussion between the superintendent and inspector concerning a shutdown. The superintendent telephoned me after he had decided to leave the job, and my impression at that time was that the shutdown was temporary due to cold weather. The superintendent and I had previously discussed and agreed that the floor slab and apron slab could both be poured and protected against freezing by draping a tarp over the door opening and apron slab and using the gas heater, which had been in use since October. I feel that the fact that the apron slab poured on December 14, 1970 did freeze was because of carelessness in protection after pouring the concrete. At any rate, it was necessary to replace the apron because of an unacceptable grade line which prevented proper door closure, as well as for the frozen concrete surface.

A letter was written to the contractor on May 11, 1971 advising him that the weather was suitable for painting and that the order to suspend work which had been in effect since December 14, 1970 would be lifted effective May 24, 1971. The contractor came back on the job June 1, 1971 and completed the replacement of the apron, painting and minor clean-up items on June 9, 1971.

RECEIVED
NOV 6 1972
BRIDGE DIVISION

On December 14, 1970, the day the apron slab was poured and therefore the date on which an order to suspend work was issued, the contractor had used all of the alloted 90 calendar days. The contractor therefore went thru the suspension period with zero time remaining, but the State had the use of the building during this period. The conditions stated by the contractor in this request are essentially the same as those given under Item 4 of his

previous request, which part was denied, but from the standpoint of the State having had use of the building after the specified 90 day completion limit, I feel that consideration could be given this request. The inconvenience to the State was in having the apron slab replaced in June, which was a minimum use period, and in having the addition unpainted during the 17 day period between the resume work order on May 24, 1971 and the completion date, June 9, 1971.

I recommend that granting 10 days of the 14 day period involved would be equitable.

N. D. Krehbiel
Res. Br. Engr.

Encl.

cc: File

RECEIVED
NOV 9 1972
BRIDGE DIVISION

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7456 Contractor K. G. Bakke Const., Inc. & K. G. Bakke

Highway Willamette

Section Willamette Pass Maintenance Station

Kind of Work Building

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or **GRANTED**. The reasons for such recommendation are as follows:

Grant 10 additional calendar days without assessment of liquidated damages. Time charged during assumed stop work order.

Recommended for Approval:

J. H. Sultman
Division Engineer

R. W. Ellsworth
Construction Engineer or for Bridge Engineer

R. E. Johnson
acting Deputy State Highway Engineer

Contract No. 7456

Project designation State (State-Federal)

Date awarded August 18, 1970

Work started September 15, 1970

Per cent completed 100 June 9, 1971 (Date)

No. of Calendar days Allowed 90 + 7 Ext. 5-9-72

No. of Calendar days Used 107

No. of Added Calendar days Requested 10

B-030 (Rev.)—6M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date October 20, 19 72

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 97 days to 107 days, within which to complete our Contract No. 7456, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

SEE ATTACHED LETTER

Respectfully submitted,

K. G. BAKKE CONSTRUCTION, INC.
Contractor

By K. G. Bakke
K. G. Bakke

CONSENT OF SURETY

Date October 24, 19 72

We, THE AMERICAN INSURANCE COMPANY, as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

James F. Darby
James F. Darby Attorney-in-fact

(SEAL)

CORROON & BLACK-FORSGREN
Resident Agent

RECEIVED
NOV 9 1972
BRIDGE DIVISION

RECEIVED
JUN 2 - 1972
FOR FILING

7456

June 2, 1972

American Insurance Company
921 S.W. Washington Street
Portland, Oregon 97205

Gentlemen:

A second post-final payment for $350 will be made to K. G. Rukke Construction, Inc., and K. G. Rukke on Contract No. 7456 for building the Willamette Pass Maintenance Station on the Willamette Highway in Klamath County as soon as the warrant is prepared.

The total amount paid on this contract will be $26,077.32 including the second post-final payment. No fence account work was performed on this contract.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

dr

cc K. G. Rukke Construction, Inc.
and K. G. Rukke
4120 S.E. Gladstone
Portland, Oregon 97206

bc C. T. Hennery
Walt Hart
V. E. Shoog
Attn: John Herr
J. F. Putnam

RECEIVED
JUN 15 1972
FOR FILING

7456

#9

May 17, 1972

K. O. Bubbs Construction, Inc.
and K. O. Bubbs
4120 S. E. Gladstone
Portland, Oregon 97206

Gentlemen:

The State Highway Commission at its meeting on May 16, 1972, considered your request for an additional 23 calendar days to complete Contract No. 7456 for the Willamette Pass Maintenance Station on the Willamette Highway in Klamath County.

Careful consideration was given to the reasons you submitted. However, in light of the available facts and the provisions of the contract, the Commission granted you an extension of time of 7 days, without assessment of liquidated damages.

If there are pertinent facts which have not yet been considered, you should contact the Resident Engineer, the Regional Engineer, or the Construction Engineer in the Salem office.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

dr
bc: C. T. Emmery
Walt Hart
V. E. Shang
J. F. Putnam
Herman Kruckiel

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7496 Contractor K. G. Dahlen Const., Inc. & K. G. Dahlen

Highway Willamette

Section Willamette Pass Reinforcement Bridges

Kind of Work Building

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or ~~GRANTED~~. The reasons for such recommendation are as follows:

Grant 7 days for added work items. Inclement weather is not a valid reason for an extension of time.

Recommended for Approval:

J. H. Lautaman
Division Engineer

Walter J. Hart
Construction Engineer or Bridge Engineer

R. E. Johnson
Asst. State Highway Engineer

Contract No.	7496
Project designation	State-Federal
Date awarded	August 10, 1970
Work started	September 15, 1970
Per cent completed	100 June 9, 1971 Date
No. of Calendar days Allowed	90
No. of Calendar days Used	267 7
No. of Added Calendar days Requested	177 7

82-4286-T34

RECEIVED
MAR 27 1972
BRIDGE DIVISION

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date March 3, 19 72

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 90 days to 123 days, within which to complete our Contract No. 7456, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Please see attached letter

Respectfully submitted,

K. G. BAKKE CONSTRUCTION, INC.
Contractor

By K. G. Bakke President

CONSENT OF SURETY

Date March 13, 19 72

We, THE AMERICAN INSURANCE COMPANY

, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

James F. Darby
James F. Darby Attorney-in-fact

(SEAL)

James F. Darby
Resident Agent
Corroon & Black-Forsgren

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Bend, Oregon 97701

March 24, 1972

SUBJECT:

To: Walt Hart
Bridge Engineer

S A L E M

Willamette Pass Maintenance Station
Contract No. 7456

Herewith Contractor's request for increase of time on subject project. This project was completed in June of 1971, and Mr. Bakke misplaced the file and did not get around to submitting anything until December 30, at which time we sent him the forms to fill out, and have just now received the request.

Also attached is Resident Engineer Krehbiel's analysis of the request. This project was awarded on August 18 of 1970 with calendar day count starting on September 16 of 1970, and work commenced on September 15 of 1970. A large portion of the request is based on inclement weatner which is not allowable under our specifications, unless the stop order is issued by the Engineer due to inability of the Contractor to perform any work. The October period request, due to inclement weather should not be allowed, as the Contractor was able to perform work inside of the building. I concur with Mr. Krehbiel in that three days should be allowed for the changing of a foundation wall and one day for the changing of the floor grades. Other than this, the remainder of the days requested should not be granted.

RECEIVED
MAR 27 1972
BRIDGE DIVISION

J. F. Putnam
Regional Engineer

JFP:pb

Attachments

Check w/Rear & write accordingly

NOTED
W. J. HART

RECEIVED
MAR 27 1972
BRIDGE DIVISION

FORM E-30 (12-67)

RECEIVED
DIVISION IV BEND.
MAR 24 1972

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Bend, Oregon
March 23, 1972

☐ DE ☐ ADE ☐ ADE ☐ DJD ☐ DUE
Assigned
Action

To: J. F. Putnam
Regional Engineer
Bend

SUBJECT: Willamette Pass
Maintenance Station
Contract No. 7456

Following is an analysis of the enclosed request for extension of time on this contract:

Item 1:

Agreed No time

Our records show that the contractor worked inside the building on 10-21-70, and that no work was done on 10-22-70 and 10-23-70. Regardless, this request for 3 days is based on inclement weather and should not be eligible for consideration.

Item 2:

The starting date for this contract was 9-15-70, on which date the contractor started excavating for footings. After work started it was decided that the footing for approximately 32 lin. ft. of the wall would be lowered 2.75 feet and reinforcing steel added because of the increased wall height. The steel was ordered by telephone on 9-16-70 and was placed on 9-18-70.

Grant 4 days (Contr. request)

The following is our record of work from start to completion of the wall:

9-15-70 Tuesday: Contractor started to work today by excavating for footings.
9-16-70 Wednesday: Excavating and building forms for footings.
9-17-70 Thursday: Setting footing forms.
9-18-70 Friday: Setting footing forms and placing wall and footing steel.
9-19-70 & 9-20-70: No work
9-21-70 Monday: Poured wall footings and 1 interior pedestal footing.
9-22-70 Tuesday: Forming foundation walls.
9-23-70 Wednesday: Forming foundation walls.
9-24-70 Thursday: Forming foundation walls.
9-25-70 Friday: Poured foundation walls and 2 interior pedestals.

From the above, the steel was placed and the footings were ready for concrete 4 days after the start of work and the foundation walls and interior pedestals were poured on the ninth day. The contractor had additional excavation, backfill, forming, placing of concrete, and placing of steel, plus some possible short delay in waiting for steel to arrive, as a result of this change. I feel that an allowance of three days for this item would be equitable.

Awarded 8-18-70
Count. started work " 9-15-70

Item 3:

On October 29, 1970 the contractor was instructed to slope the concrete floor 3" from back to front. At this time the base was fine graded and the screeds partly set for a level floor as shown on the plans. This change in plans was paid for under Price Agreement No. 2 in the amount of $70.94. This price was arrived at from a labor breakdown as follows:

Took 8 days to grade & pour slab
Grant 2 days (per Contr. request)

Foreman: Change screeds and supervision. 2 hrs.
Carpenter: Change screeds. 1 hr.
Laborer: Placing material and fine grading. 6 hrs.

On the basis of the above, I believe an allowance of 1 day should be made for this change in plans.

Item 4:

An order for suspension of work was written effective 5:00 p.m. December 14, 1970 due to winter seasonal conditions. At this time the only major remaining work was the exterior painting. The order was not made effective until the contractor had poured the concrete apron slab, it being our contention that it was feasible to cover over the slab and use heat from inside the building to protect the concrete. The apron was poured on December 14, 1970, and the order was made effective immediately thereafter. I do not feel the contractor has any basis of claim for time under this item.

Agreed
No time

In summary, my recommendation is:

Item 1:	Inclement weather	0 days	0
Item 2:	Changing foundation wall	3 days	4
Item 3:	Changing floor grades	1 day	2
Item 4:	Inclement weather	0 days	0
	Total	4 days	6 days
	Grant 1 day for work under PA #4 (electrical control for overhead doors)		1
			7 days

N. D. Krehbiel
Res. Br. Engr.

Contr. Amt. = $26,173

Encl.
cc: File

7 day ext
10 days liq damages @ $50/day = $500
= 1.9% contr. amt

RECEIVED
MAY 10 1972
FOR FILING

7456

May 9, 1972

TO Oregon State Highway Commission

FROM Tom Edwards
State Highway Engineer

SUBJECT Request for Extension of Time
No. 9
May 16 Meeting

K. G. Bakke Construction Company, Inc., and K. G. Bakke, contractor for the construction of the Willamette Pass Maintenance Station in Klamath County, Contract 7456, has requested that he be granted an additional 23 calendar days in which to complete the contract work without assessment of liquidated damages. The contractor's request form indicates a 33-calendar-day request but his letter requests 23 days. The contractor cites inclement weather, a change in the wall footing elevation, and a change in the grade of the floor slab as his reasons for failure to complete the work on time.

The contract was awarded August 18, 1970 and allotted 90 calendar days to complete the work. This forecast a completion date of December 14, 1970. A stop-work order was in effect for 161 days during the winter and spring because the weather was unsatisfactory for exterior painting, which was the only remaining item of work. The work was completed June 9, 1971 with 107 calendar days charged, which is an excess of 17 days.

The contractor is entitled to a four-day extension of time for added work in the lowered wall footing elevation, two days for extra work involved in the changing of the grade of the floor slab and one day for extra work involved in the electrical control for the overhead doors.

Inclement weather, however, is not a valid reason for extension of time under the terms of the contract for the circumstances cited by the contractor; part of the time he was able to perform work inside the building.

I recommend that the contractor be granted a seven-day extension of time without assessment of liquidated damages and that he be assessed liquidated damages for the remaining ten days. This amounts to an assessment of $500.

This is a State project and does not require the concurrence of the Federal Highway Administration. This matter will be on the agenda for your consideration at the May 16 meeting.

bc Floyd Query
George M. Baldwin
F. B. Klaboe
A. E. Johnson
Walt Hart
L. H. Young
V. E. Skoog
J. F. Putnam
Gary Ross
Gary Sund

RJW:ag:dh ja

RECEIVED
FEB 4 - 1972
FOR FILING

18-3426
7456

February 4, 1972

American Insurance Co.
921 S. W. Washington Street
Portland, Oregon 97205

Gentlemen:

A post-final payment for $112.92 will be made to K. G. Bakke Construction, Inc., and K. G. Bakke for the Willamette Pass Maintenance Station on the Willamette Highway in Klamath County as soon as the warrant is prepared.

The total amount paid on this contract will be $25,727.32 including the post-final payment. No force account work was performed on this contract.

Very truly yours,

Floyd Avery, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc K. G. Bakke Construction, Inc.
and K. G. Bakke
4120 S. E. Gladstone
Portland, Oregon 97206

Frank Morgan
Walt Hart
V. E. Skoog
Attn: John Herr
J. F. Putnam

RECEIVED
DEC 27 1971
FOR FILING

18-3426
7456

December 23, 1971

Overhead Door Company of Eugene
2855 11th West
Eugene, Oregon 97402

NOTED ON CARD
RL 12-23-71

Gentlemen:

The Secretary of State has forwarded to us a copy of your claim for overhead doors and operators in the amount of $123.60 against K. G. Bobbe Construction, Inc.

This appears to be in connection with State Highway Contract No. 7456 for the Willamette Pass Maintenance Station on the Willamette Highway in Klamath County.

This information is being noted in our records and we will advise the American Insurance Company, surety, and the principal contractor of the filing of your claim with the Secretary of State.

Please advise this office when your claim has been paid.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Hazl, Assistant Secretary

CWH:ki

cc: The American Insurance Company
921 S. W. Washington Street
Portland, Oregon 97205

Attention: Fidelity & Surety Department

K. G. Bobbe Construction, Inc.
and K. G. Bobbe
4130 S. E. Gladstone
Portland, Oregon 97206

Commission

CLAY MYERS
SECRETARY OF STATE

GEORGE H. BELL
JACK F. THOMPSON
ASSISTANTS

STATE OF OREGON
DEPARTMENT OF STATE
SALEM 97310

December 17, 1971

Riddlesbarger, Pederson, Young & Horn
Attorneys at Law
P. O. Box 1403
Eugene, Oregon 97401

Attention: Phil Cass, Jr.

Gentlemen:

This is to acknowledge receipt of Notice of Claim for filing:

Brought by: Overhead Door Company of Eugene
Surety Company: American Insurance Co.
Principal: K. G. Bakke Construction, Inc.
Amount of Claim: $123.60
Job: Highway Division Contract No. 7456-Willamette Pass Maintenance Station.

This has been filed as of the date of this letter and assigned file number 4637.

Very truly yours,

E. M. Madden, Elections Manager
By

Darhl L Couper

(Mrs.) Darhl L. Couper
Public Records Clerk

cc: Oregon State Highway Division
Attention: Mr. Floyd Query

RECEIVED
DEC 20 1971
OREGON
STATE HIGHWAY COMMISSION

Claim 4637

FILED
DEC 17 1971
CLAY M...
SECRETARY OF ...

CLAIM ON BOND

PROJECT WILLAMETTE PASS MAINTENANCE STATION
OREGON STATE HIGHWAY DEPARTMENT

CONTRACTOR: K. G. Bakke Construction, Inc.

Acceptance Date: July 7, 1971

Notice is hereby given that the undersigned, Overhead Door Company of Eugene, has a claim for overhead doors and operators furnished by the undersigned in the sum of $ 123.60 against the bond taken from K. G. Bakke Construction, Inc. as principal and American Insurance Co. as surety for the construction of Willamette Pass Maintenance Station.

OVERHEAD DOOR COMPANY
OF EUGENE

By R Clishmae

RECEIVED
DEC 17 2 17 PM '71
STATE ...
...RS
STATE ...
STATE HIGHWAY COMMISSION

Contract No. 7456 - Klamath County

RECEIVED
JUL 19 1971
FOR FILING

18-3426
7456

July 19, 1971

American Insurance Co.
921 S.W. Washington St.
Portland, Oregon 97205

Gentlemen:

On July 8, 1971, we wrote to you concerning release of final payment on Contract No. 7456 awarded to K. G. Bakke Construction, Inc., and K. G. Bakke for a building at the Willamette Pass Maintenance Station on Willamette Highway in Klamath County.

Final payment on this contract is $1,965.30 and the total contract amount is $25,614.40. No work was performed under force account.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

ccs

cc K. G. Bakke Construction, Inc.
and K. G. Bakke
4120 S.E. Gladstone
Portland, Oregon 97206

bc Frank Morgan
Ivan Merchant
V. E. Skoog
Attn: John Herr
J. F. Putnam

RECEIVED
JUL 8 - 1971
FOR FILING

18-3426
7451e

July 7, 1971

Oregon State Highway Commission

Gentlemen:

Work was completed June 9, 1971 on Contract No. 7456. The contract was with K. G. Bakke Construction, Inc. and K. G. Bakke and was for a building on the Willamette Pass Maintenance Station Section of the Willamette Highway in Klamath County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective July 7, 1971 and that you concur in this procedure at the Commission meeting on July 27, 1971.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Floyd Query
Tom Edwards
A. E. Johnson
V. D. Wolfe
F. D. Morgan
I. D. Merchant
V. E. Skoog
L. H. Young
J. F. Putnam

VG:fw

18-3426
7456

FORM 817 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Willamette Pass Maintenance Station	WEEK ENDING: June 5, 1971	
HIGHWAY: Willamette	SECTION PREFIX: 18-3426	COUNTY: Klamath
NAME OF JOB: Willamette Pass Maintenance Station	KIND OF WORK: Building	
CONTRACTOR: K. G. Bakke Const., Inc. & K. G. Bakke	CONTRACT NUMBER: 7456	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: August 18, 1970	DATE WORK STARTED: September 15, 1970	ESTIMATED COMPLETION DATE: June 15, 1971
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 1 SUPERVISION: 1	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS: 90	CALENDAR DAYS USED: 103
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 103
PROJECT AUTHORIZATION: $ 29,968.08		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 95
EXCLUSIVE OF ENGINEERING: $ 27,350.78	ENGINEERING AUTHORIZATION $ 2,617.30	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 27,350.78	ENGINEERING COST TO DATE $ 2,660.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 87
ESTIMATED PERCENT: OVERRUN / UNDERRUN — %	PERCENT OF AUTHORIZATION 102 %	DATE PROJECT WAS COMPLETED:

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	Calendar Days	CAUSE OF DELAY
SUNDAY	Clear w/chrs. cold	1			
MONDAY	Rain, cold	1		Morgan 111	Routing
TUESDAY	Cloudy, mild	1		Bond 5	
WEDNESDAY	Partly cloudy, mild	1		Walker	
THURSDAY	Fair, mild	1		Johnsen 99	
FRIDAY	Fair, mild	1			
SATURDAY		1			

RECEIVED
JUN 7 1971
CONSTRUCTION DIVISION

Bucker
Boehme
Pass
Swan
Glenn
Litchfield
Wagner
Story

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 5/30/71	No work
MONDAY 5/31/71	No work
TUESDAY 6/2/71	Contractor came back on job today at 3:00 p.m. Started removing apron slab.
WEDNESDAY 6/2/71	Removing apron slab.
THURSDAY 6/3/71	Formed & poured apron slab. Finished several clean-up items on building.
FRIDAY 6/4/71	No work
SATURDAY 6/5/71	No work

REMARKS

cc: Bridge (2)
Const. (1)
Div. (1)
File (1)

SIGNED N. D. Krehbiel LOCATION Klamath Falls

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

RECEIVED
SEP 30 1970
FOR FILING

18-3426
7456

September 29, 1970

K. G. Bakke Construction, Inc.,
and K. G. Bakke
4120 S. E. Gladstone
Portland, Oregon 97206

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7456 for a building in the Willamette Pass Maintenance Station of the Willamette Highway in Klamath County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cr
Enclosure

cc The American Insurance Co.
921 S. W. Washington Street
Portland, Oregon 97205

bc R. N. Bothman
J. F. Putnam
N. D. Krehbiel
F. D. Morgan
I. D. Merchant

RECEIVED
SEP 3 - 1970
FOR FILING
18-3426
7456

September 3, 1970

K. G. Bakke Construction, Inc.
and K. G. Bakke
4120 S.E. Gladstone
Portland, Oregon 97206

Gentlemen:

Enclosed are three copies of Contract No. 7456 for $26,173 awarded to you by the State Highway Commission on August 18, 1970. This contract is for construction at the Willamette Pass Maintenance Station on the Willamette Highway in Klamath County.

Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin September 16, 1970.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cr
Enclosures

bc: F. D. Morgan
I. D. Merchant
R. N. Bothman
J. F. Putnam
M. D. Krehbiel

RECEIVED
AUG 24 1970
FOR FILING

18-3426
7456

August 19, 1970

K. G. Bakke
& K. G. Bakke Constr., Inc.
P. O. Box 06221
Portland, Oregon 97206

Gentlemen:

The State Highway Commission on August 18, 1970, awarded to you State Highway Contract No. 7456 in the amount of $26,173.00 for the Willamette Pass Maintenance Station in Klamath County.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Assistant Secretary

ses

cc F. D. Morgan
I. D. Merchant
R. N. Bothman
J. F. Putnam
N. D. Krehbiel
Wm. Geibel (SAIF)

S-575(1) Twenty Mile Creek (Twenty Mile) 1970
Br., on FAS 902, SE of Lakeview
#7457 (Structure)

CA
3934

FAS 19-108
Lake Co

OREGON STATE HIGHWAY DEPARTMENT
FORM A-180 (3-64)

HIGHWAY DEPARTMENT INVOICE

NO. 110076

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
10-24-72	ee 1310		319-1047-297

RECEIVED
COUNTY & CITY SECTION
OCT 25 1972
ENGR. COOR. OE AE
UPE CE RE RPE

Contract 7457
S-575(1)

- Lake County
- Board of Commissioners
- Courthouse
- Lakeview, Oregon 97630

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Final Billing: Twenty mile Creek (Twenty mile road) Bridge Section			
FAS 19-108			
Covered by agreement dated 9-30-69			
County advance deposit	9,500.00		
Amount previously transferred	7,000.00		$ 2,500.00
County share of construction costs	7,947.83		
Amount previously transferred	7,000.00		947.83
to be refunded			$ 1,552.17

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $_____

By _____

BMW:fw
Form E-321 (Rev. 6-67)

Reg. Engr. J. F. Putnam
Res. Engr. N. D. Krehbiel

5 - FINAL

Final Estimate Release

STATE OF OREGON—HIGHWAY DIVISION

Job Twenty Mile Creek (Twenty Mile) Bridge County Lake

Highway FAS 902 Type of Work Structure

Contractor Hermiston ConstructionCo.

Award Date 8-27-70 Prefix 519-1047 FAP S-575(1) Contract No. 7457

Specified Completion 100 CD Work Completed 2-12-71 Days Used 149

Time Extension Approved 7-27-71 To 10 days Penalty Days 39

Accepted by Commission 7-27-71 Date of Final Voucher 7-26-71 Checked Cost Books 8-5-71

EXPENDITURE AUTHORIZATIONS		EXPENDITURES TO DATE		EXPENDITURES TO COMPLETE	
Contract Amount	$41,098.00	Paid Contractor	$35,706.50		
Anticipated Items	500.00	Final Estimate	483.82		
Subsequent Authorizations	-	Total	$36,190.32		
Contingency Allowance	1,871.91	Add for Deductions	1,950.00		
Contract Cost	$43,469.91	Contract Cost	$38,140.32		
Engineering	4,159.80	Engineering	7,150.31	Engineering	$ 59.37
State Force	-	State Force	-	State Force	-
Total	$47,629.71	Total	$45,290.63	Total	$ 59.37
		(a) Deductions	1,950.00		
		(b) Credits	-		
Total Original Authorization	$47,629.71	Expended to Date	$43,340.63	Anticipated Final Cost	$43,400.00 (- 8.9%)

Deduction Items: Liquidated Damages: 39 days @ $50/day = $1,950.00

PRICE AGREEMENTS, EXTRA WORK AND STATE FORCE ITEMS

Order No.	Date	Description of Work	Authorized	Est. Final Cost
		ANTICIPATED ITEMS		
-	-	Erosion Control (500)	-	-

Job Twenty Mile Creek (Twenty Mile) Bridge County Lake

Highway FAS 902 Type of Work Structure

Contractor Hermiston ConstructionCo.

Award Date 8-27-70 Prefix 519-1047 FAP S-575(1) Contract No. 7457

Specified Completion 100 CD Work Completed 2-12-71 Days Used 149

Time Extension Approved 7-27-71 ~~Xxx~~ 10 days Penalty Days 39

Accepted by Commission 7-27-71 Date of Final Voucher 7-26-71 Checked Cost Books 8-5-71

EXPENDITURE AUTHORIZATIONS		EXPENDITURES TO DATE		EXPENDITURES TO COMPLETE	
Contract Amount	$41,098.00	Paid Contractor	$35,706.50		
Anticipated Items	500.00	Final Estimate	483.82		
Subsequent Authorizations	-	Total	$36,190.32		
Contingency Allowance	1,871.91	Add for Deductions	1,950.00		
Contract Cost	$43,469.91	Contract Cost	$38,140.32		
Engineering	4,159.80	Engineering	7,150.31	Engineering	$ 59.37
State Force	-	State Force	-	State Force	-
Total	$47,629.71	Total	$45,290.63	Total	$ 59.37
		(a) Deductions	1,950.00		
		(b) Credits	-		
Total Original Authorization	$47,629.71	Expended to Date	$43,340.63	Anticipated Final Cost	$43,400.00 (- 8.9%)

Deduction Items: Liquidated Damages: 39 days @ $50/day = $1,950.00

PRICE AGREEMENTS, EXTRA WORK AND STATE FORCE ITEMS

Order No.	Date	Description of Work	Authorized	Est Final Cost
		ANTICIPATED ITEMS		
-	-	Erosion Control (500)	-	-

Construction Engineer [signature] Date August 17, 1971, 19

Deputy or Assistant State Highway Engineer [signature] Date 13, 19

SP*2973A-7.M

RECEIVED
JUL 29 1971
FOR FILING

S-575(1)
7457

July 29, 1971

Fireman's Fund Insurance Co.
921 S. W. Washington Street
Portland, Oregon 97205

Attention: Fidelity & Surety Dept.

Gentlemen:

Contract No. 7457 awarded to Hermiston Construction Company for structure of the Twenty Mile Creek (Twenty Mile) Bridge on FAS 902 in Lake County was completed on February 12, 1971, and accepted by the Highway Commission on July 27, 1971.

Final payment in the amount of $483.82 will be released to the contractor after August 5, 1971. The total contract amount is $36,190.32, and no work was performed under force account.

You have been advised previously that claims have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

dr

cc Hermiston Construction Company
Route 1, Box 184
Hermiston, Oregon 97838

bc Frank Morgan
Ivan Merchant
V. E. Skoog
Attn: John Marr
J. F. Putnam

RECEIVED
AUG 2 1971
FOR FILING
S-5575(1)
7457

4-F

July 28, 1971 #1

4f

7-27-71

Hermiston Construction Co.
Route 1, Box 184
Hermiston, Oregon 97838

Gentlemen:

The State Highway Commission at its meeting on July 27 considered your request for an additional 49 calendar days in which to complete Contract No. 7457, without assessment of liquidated damages, for the Twenty Mile Creek Bridge on FAS 902 in Lake County.

Careful consideration was given to the reasons you submitted. However, in light of the available facts and the provisions of the contract, the Commission granted you an extension of 10 days without assessment of liquidated damages.

If there are pertinent facts which have not yet been considered, you should contact the Resident Engineer, the Regional Engineer, or the Construction Engineer in the Salem Office.

Very truly yours,

Floyd Omery, Secretary
OREGON STATE HIGHWAY COMMISSION

ccm

bc: F. D. Morgan
I. D. Merchant
V. H. Shoog
J. F. Putnam
H. D. Krahbiel

RECEIVED
JUN 28 1971
FOR FILING

S-525(1)

7457

June 25, 1971

Oregon State Highway Commission

Request for Extension of Time
No. 1
July 27, 1971 meeting

Gentlemen:

Hermiston Construction Company, contractor for the construction of the Twenty Mile Creek Bridge on FAS 902 in Lake County, Contract 7457, has requested that he be granted an additional 49 calendar days in which to complete the contract work without assessment of liquidated damages.

The contract specified 100 calendar days with a completion date of December 23, 1970. The work was completed February 12, 1971, with 149 calendar days charged. This is an excess of 49 calendar days.

The contractor cites a plan change, floods, inclement weather, and failure on the part of his suppliers to deliver materials on order as his reasons for his failure to complete the work on time.

The contractor's operations were delayed four days while the State was conferring with County officials to arrive at deck elevation satisfactory to the County.

Two minor floods occurred during the contract time period which did not delay the work.

The contractor's concrete supplier refused to put his trucks on the road to deliver concrete for a period of five days due to conditions of the road generated by inclement weather. This is considered an extenuating circumstance beyond the control of the contractor.

Delivery of the concrete precast units was delayed one day due to flooding and closure of the Willamette Highway.

I recommend that the contractor be granted a ten-day extension without assessment of liquidated damages and that he be assessed liquidated damages for the remaining 39 days excess time.

This amounts to an assessment of $1,950.

This matter will be on the agenda for your consideration at the July 27 meeting.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Floyd Query
Tom Edwards
A. E. Johnson
V. D. Wolfe
Ivan D. Merchant
V. E. Skoog
L. H. Young
F. D. Morgan
J. F. Putnam

CAG:ag

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7457 Contractor Hermiston Construction Co.

Highway FAS 902

Section Twenty Mile Creek (Twenty Mile) Bridge

Kind of Work Structure

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED.** The reasons for such recommendation are as follows:

Grant four days account plan change and six days account weather which affected road conditions and delivery of materials, a total of ten days without assessment of liquidated damages. Assess liquidated damages for remaining time consumed.

Recommended for Approval:

J F Luttman
Division Engineer

Ivan V Marchant
Construction Engineer or Bridge Engineer

RECEIVED
A E Johnson
Assistant State Highway Engineer

State Printing 37980

Contract No.	7457
Project designation	S-575(1) State-Federal
Date awarded	August 27, 1970
Work started	September 21, 1970
Per cent completed 100	Feb. 12, 1971 Date
No. of Workdays Allowed	100
No. of Workdays Used	149
No. of Added Workdays Requested	49

E-330 (Rev.)—8M—5-69

RECEIVED
1971
JUN 08 ~~1970~~

N. D. KREHBIEL
Res. Br. Engr.

OREGON STATE HIGHWAY COMMISSION

RECEIVED
JUN 1971
OREGON
STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date June 2, **19**71

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 100 days to 149 days, within which to complete our Contract No. ....., without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Respectfully submitted,

Hermiston Construction
Contractor

By Frank E Moyer

CONSENT OF SURETY

Date June 2, 1971, **19**

We, Fireman's Fund Insurance Co.

....., as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Robert E. Landt
Attorney-in-fact Robert E. Landt (SEAL)

E. W. Ramsden
Resident Agent E. W. Ramsden

RECEIVED
JUN 3 - 1971
BRIDGE DIVISION

RECEIVED
JUL 28 1971
FOR FILING

5-575(1)
7-1-1

July 27, 1971

Oregon State Highway Commission

Gentlemen:

Work was completed February 12, 1971 on Contract No. 7457. The contract was with Hermiston Construction Company and was for a structure on the Twenty Mile Creek (Twenty Mile) Bridge Section of FAS 902 in Lake County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective July 27, 1971 and that you concur in this procedure at the Commission meeting on September 7, 1971.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Floyd Query
Tom Edwards
A. E. Johnson
V. D. Wolfe
F. D. Morgan
I. D. Merchant
V. E. Skoog
L. H. Young
J. F. Putnam

VG:fw

RECEIVED
MAY 25 1971
FOR FILING

S-5755(1)
7457

May 25, 1971

Mr. Dan Morrison
Box 902
Lakeview, Oregon 97630

Dear Mr. Morrison:

Thank you for your letter of May 22 advising us that you have received a check from Hermiston Construction Company in the amount of $705 for work on the bridge at Twenty Mile Creek.

Our records indicate that this is in connection with your claim filed against Hermiston Construction Company Contract No. 7457 for the Twenty Mile Creek Bridge on FAS 902 in Lake County.

This information is being noted in our records and we will advise the surety and the principal contractor of the receipt of your letter.

Very truly yours,

Floyd Omery, Secretary
OREGON STATE HIGHWAY COMMISSION

cc Fireman's Fund Ins. Co.
Hermiston Construction Co.
Commission

CWH:fkn

NOTED ON CARD
5-25-71
fkn

Lak. View Oregon
May 22-71

Oregon State Hiway Div.
Hiway Building
Salem

Mr. Floyd Query

Dear Sir.

I received a check from Hermiston Construction Co. in full, $705. for work on Bridge at 20 mile creek.

thank you for your help.

Dan Morrison
Lake View
Oregon
Box 982

NOTED
FLOYD QUERY

RECEIVED
MAY 25 1971
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

RECEIVED
JUN 4 - 1971
FOR FILING

Claim 460

FILED
MAY 19 1971
CLAY MYERS
SECRETARY OF STATE

RECEIVED
MAY 19 8 34 AM '71
CLAY MYERS
SECRETARY OF STATE

C-575 (1)
7457

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

May 18, 1971

Concrete Products, Inc.
P. O. Box 1868
Klamath Falls, Oregon 97601

NOTED ON CARD
5-20-71 KL

Attention: Douglas M. Stiles

Gentlemen:

This is to acknowledge receipt of your letter of May 6 with attached invoices addressed to our Mr. Krehbiel in Klamath Falls advising that Hermiston Construction Company owes you for materials in the amount of $681.05.

This appears to be in connection with the Hermiston Construction Company Contract No. 7457 for the Twenty Mile Creek Bridge on FAS 902 in Lake County.

The Fireman's Fund Insurance Company furnished the performance bond on this contract. We will advise them of the receipt of your claim letter and we will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cc Fireman's Fund Ins. Co.
Hermiston Constr. Co.

Commission

Hon. Clay Myers - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

NOTED
C. W. HEAD

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Bend, Oregon 97701
May 13, 1971

To: Ivan Merchant
Bridge Engineer
Salem

SUBJECT: Claim for Payment
Concrete Products Inc.
Twenty Mile Creek Bridge
Contract No. 7457

Herewith a letter from Concrete Products Inc. of Klamath Falls requesting our help in processing their claim for payment for materials which they furnished Hermiston Construction Company, contractors on subject project.

This project has been semi-finaled, however, I do not know whether final payment has been made.

J. F. Putnam
Regional Engineer

JFP:pb

Enclosure

cc: N. D. Krehbiel

RECEIVED
MAY 14 1971
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

RECEIVED
MAY 14 1971
BRIDGE DIVISION

BATCH PLANT LOCATION: 1930 SOUTH SIXTH STREET
TELEPHONE (503) 882-6647
P. O. BOX 1868
KLAMATH FALLS, OREGON 97601

May 6, 1971

Mr. Floyd Krehbeil
State Highway Building
Klamath Falls, Oregon 97601

Subject: 20 Mile Green Bridge
Contract #7457
Claim against payment bond-Hermiston
Construction Co. Hermiston, Oregon

Dear Mr. Krehbeil:

Please be advised that we wish to make a claim against the payment bond of the Hermiston Construction Company for some materials furnished for a bridge at Adel, Oregon.

In February of 1971, we furnished a quantity of Ready Mix Concrete (bill attached) to the Hermiston Construction Co. and were never paid for the concrete. The total amount of our claim is $881.05. We now wish to make a claim for this amount under Hermiston Construction Co. payment bond.

We would appreciate your help in processing our claim. Please contact us at your convenience if you have any questions or desire further information regarding this matter.

Very truly yours,

Douglas M. Stiles

Douglas M. Stiles

DMS:vsd

RECEIVED
MAY 1 4 '71
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAY 14 1971
BRIDGE DIVISION

RECEIVED
MAY 11 1970
N. D. KREHBIEL
Res. Br. Engr.

ARRIVAL TIME

DEPARTURE TIME

SLUMP

PHONE 882-6647

P. O. BOX 1868

C-P-I, Inc.

CONCRETE PRODUCTS, INC.

1900 SOUTH SIXTH STREET — KLAMATH FALLS, OREGON 97601

DATE 2/1/71

W-0820

DRIVER Ron

TRUCK NO. 25

CUST. ORDER NO.

CUSTOMER Weyerhaeuser Co.

MAILING ADDRESS

LOCATION OF POUR Mill A Area

8 c.y.	READY MIX	6.5	P.S.I. 175	ROCK @ 59.00	$ 472.00
c.y.	ROCK			@	$
c.y.	SAND			@	$
	CEMENT	SJ 286		@	$
	CAL. CHLORIDE			@	$
2 1/2 hrs.	STAND-BY TIME	2 trks		@	$ 37.50
	CARTAGE				$
	VIBRATOR				$
	EXTRAS	5% Air Entrain			$ 509.50
					$

NOTICE

We make deliveries inside the curb line and on the lot at customer's risk only and accept no responsibility whatsoever for damages resulting from such deliveries.

A LIEN MAY BE CLAIMED FOR ALL MATERIAL AND SUPPLIES COMMENCED TO BE DELIVERED TO THE PROPERTY THE ADDRESS OF WHICH IS SHOWN ABOVE.

I have read the above NOTICE in its entirety *

ARRIVAL TIME

DEPARTURE TIME

SLUMP

PHONE 882-6647

P. O. BOX 1868

C-P-I, Inc.

CONCRETE PRODUCTS, INC.

1900 SOUTH SIXTH STREET — KLAMATH FALLS, OREGON 97601

DATE 2/2/71

G-0821

DRIVER Ron

TRUCK NO. 26

CUST. ORDER NO.

CUSTOMER Weyerhaeuser Co.

MAILING ADDRESS P. O. Box Weyerhaeuser

LOCATION OF POUR Mill A Area

1 1/2 c.y.	READY MIX	6.5	P.S.I. 175	ROCK @ 89.00	$ 133.50
c.y.	ROCK			@	$
c.y.	SAND			@	$
	CEMENT			@	$
	CAL. CHLORIDE			@	$
	STAND-BY TIME			@	$
	CARTAGE	1 1/2 (STAND-BY)			$ 15.50
	VIBRATOR				$
	EXTRAS	water and Penetrair for entire over load			$
					$ 149.00

NOTICE

We make deliveries inside the curb line and on the lot at customer's risk only and accept no responsibility whatsoever for damages resulting from such deliveries.

A LIEN MAY BE CLAIMED FOR ALL MATERIAL AND SUPPLIES COMMENCED TO BE DELIVERED TO THE PROPERTY THE ADDRESS OF WHICH IS SHOWN ABOVE.

I have read the above NOTICE in its entirety * Ron Johnson

ARRIVAL TIME

DEPARTURE TIME

SLUMP

PHONE 882-6647

C-P PRODUCTS, INC.

P. O. BOX 1868

1000 SOUTH SIXTH STREET KLAMATH FALLS, OREGON 97601

DATE 2/3/71

C 4351

DRIVER Bob

TRUCK NO. 24

CUST. ORDER NO.

CUSTOMER Mcdonald Forest

MAILING ADDRESS

LOCATION OF POUR Gate, Oregon

22 c.y.	READY MIX 4 sk	P.S.I. 3/4 Crush Rock	@ 101.25	$ 202.50
c.y.	ROCK		@	$
c.y.	SAND		@	$
	CEMENT 5 1/2 sks		@	$
	CAL. CHLORIDE		@	$
1/2 hrs.	STAND-BY TIME	@ 1500	@	$ 22.50
	CARTAGE			$ 5.00
	VIBRATOR Furnished		60 cy	$ 1.20
	EXTRAS Mileage over 5 miles @ 50¢ cy. mile			$
				$ 231.20

NOTICE

We make deliveries inside the curb line and on the lot at customer's risk only and accept no responsibility whatsoever for damages resulting from such deliveries.

A LIEN MAY BE CLAIMED FOR ALL MATERIAL AND SUPPLIES COMMENCED TO BE DELIVERED TO THE PROPERTY THE ADDRESS OF WHICH IS SHOWN ABOVE.

I have read the above NOTICE in its entirety

RECEIVED
MAY 1[illegible] 1971
FOR FILING
OREGON STATE
HIGHWAY DIVISION

Claim 4601

FILED
MAY - 6 1971
LAY MYERS
SECRETARY OF STATE

RECEIVED
MAY 6 8 46 AM '71
[illegible] MYERS
SECRET[illegible] OF STATE

5-5756(1)
7457

HIGHWAY BUILDING • SALEM, OREGON • 97310

May 5, 1971

Mr. Dan Morrison
Box 902
Lakeview, Oregon 97630

NOTED ON CARD
5-7-71 RL

Dear Mr. Morrison:

This is to acknowledge receipt of your letter of April 27, 1971, and attached billing stating that Hermiston Construction Company owes you for material and equipment rental in the amount of $705.00.

This appears to be in reference to the Hermiston Construction Company Contract No. 7457 for structure on Twenty Mile Creek (Twenty Mile) Bridge on FAS 902 in Lake County.

The Fireman's Fund Insurance Company furnished the performance bond on this contract, which is given to assure completion of the contract and payment of all bills incurred in it.

We will advise the surety of the receipt of your claim letter, and we will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

Very truly yours,

ORIGINAL SIGNED
FLOYD QUERY

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cc Fireman's Fund Insurance Company
Hermiston Construction Company

bc Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

NOTED
C. W. HEAD

Lake View
Oregon
April 27-71

Oregon State Hiway Division
Floyd Query
Secretary of Oregon Hiway Div.

Dear Sir. *7457

I did some work on the bridge for on 20 mile creek about 10 miles from code Oregon for Ipsmiston construction Co. so far we have'nt been able to get any money out of them They said they would pay about Feb. 20 but that's long past.

Can this be turned over to the Bonding Co?, I am enclosing a bill for the work we did, so if possible to collect from the Bonding Co I'd appreciate it if you would pass the bill on to them.

any help or information you can give me will be appreciated

thank you
Dan Matheson
Lake View
Oregon 97630
Box 982

RECEIVED
APR 29 '71
OREGON
STATE HIGHWAY COMMISSION

NOTED,
FLOYD QUERY

NOTED
C. W. HEAD

Sold By _____ Date May 27 1921

Name Peninsular Construction Co.

Address _____

REG. NO.		AMT. REC'D	ACCT. FWD.
1	210 yd. sand		
2	70 bbls cement		
3	20 yards crushed		
4	300 yd. gravel	$130.	
5			
6	Haul 1 cars		
7	on bridge 4½ hrs		
8	Haul 1 cars		
9	on bridge 3 hrs.		
10	75 bbl cement		
11	at $1.00 per bbl	75	
12	Total	$105.	
13	8		
14			

53 2 Rediform

FORM D-1 (REV. 12-66)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Twenty Mile Creek (Twenty Mile) Bridge		WEEK ENDING: March 20, 1971
		SECTION PREFIX: 519-1047
HIGHWAY: FAS902		COUNTY: Lake
NAME OF JOB: Twenty Mile Creek (Twenty Mile) Bridge	KIND OF WORK: Structure	
CONTRACTOR: Hermiston Construction Co.	CONTRACT NUMBER: 7457	FEDERAL AID PROJECT NUMBER: S-575 (1)
DATE OF CONTRACT: August 27, 1970	DATE WORK STARTED: September 21, 1970	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION:	SPECIFIED WORK DAYS: 100	WORK DAYS USED: 149
	SPECIFIED CALENDAR DAYS:	CALENDAR DAYS USED:
PROJECT AUTHORIZATION: $ 47,629.71	SPECIFIED COMPLETION DATE:	PERCENT OF TIME ELAPSED: 149
EXCLUSIVE OF ENGINEERING: $ 43,469.91	ENGINEERING AUTHORIZATION: $ 4,159.80	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 35,690.32	ENGINEERING COST TO DATE: $ 6,535.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 92
ESTIMATED PERCENT: [redacted] OVERRUN 17.9 % UNDERRUN	PERCENT OF AUTHORIZATION: 157 %	DATE PROJECT WAS COMPLETED: February 12, 1971

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	Calendar Days	CAUSE OF DELAY
SUNDAY	Overcast - Snow			0	
MONDAY	Overcast - Snow	-		0	
TUESDAY	Overcast - Snow			0	
WEDNESDAY	Clear - Cool			0	
THURSDAY	Clear - Cool			0	
FRIDAY	Clear - Cool			0	
SATURDAY	Clear - Cool			0	

RECEIVED
MAR 22 1971
CONSTRUCTION DIVISION

BEN CLIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	Working on Semi-Final in office.
WEDNESDAY	Working on Semi-Final in office.
THURSDAY	Working on Semi-Final in office.
FRIDAY	
SATURDAY	

REMARKS

Project completed February 12, 1971.

cc: Bridge (2)
Const. (1)
Div. (1)
File (1)

N. D. Krehbiel by C. L. Branstetter

SIGNED N. D. Krehbiel LOCATION Klamath Falls

PRIME RESPONSIBILITY SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

RECEIVED
MAR 22 1971
FILED
MAR 17 1971
CLAY MYERS
SECRETARY OF STATE

RECEIVED
MAR 17 8 52 AM '71
CLAY MYERS
SECRETARY OF STATE

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

March 16, 1971

S.575 (1)
7457

Morris Construction Company
377 South East Street
Lakeview, Oregon 97630

NOTED ON CARD
3-18-71 RL

Attention: Harry B. Morris

Gentlemen:

This is to acknowledge receipt of your letter of March 10 advising us that Hermiston Construction Company owes you for equipment rental and labor in the amount of $1,080.

This appears to be in connection with the Hermiston Construction Company Contract No. 7457 for the Twenty Mile Creek Bridge of FAS 902 in Lake County.

The Fireman's Fund Insurance Company furnished the performance bond on this contract which is given to assure completion of the job and payment of all bills incurred in it. We will advise them of receipt of your claim letter and we will also forward it to the Secretary of State for filing.

Please let us know when your claim has been satisfied.

Very truly yours,

ORIGINAL SIGNED
FLOYD QUERY

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cc Fireman's Fund Insurance Company
Hermiston Construction Company

bc Hon. Clay Myers - Please acknowledge receipt of attached claim on the enclosed copy of this letter. ✓

NOTED
C. W. HEAD

March 10-1971
Lakeview, Oregon

Attn. Floyd Querry
Secretary Highway Commission

This is to inform you that of this date 3-10-71 Morris Const. Co has not received payment $1080.00 from Hermiston Const. Co for Equip. Rental and Labor on Twenty-Mile Bridge, Adel, Oregon.

Harry B Morris-Owner
Morris Const. Co.
377 So E St.
Lakeview, Oregon

Cc

NOTED
FLOYD QUERY

RECEIVED
MAR 15 1971
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

RECEIVED
MAR 22 1971
FOR FILING

4586

FILED
MAR 17 1971
CLAY MYERS
SECRETARY OF STATE

OREGON STATE HIGHWAY DIVISION

S-5750(1)

HIGHWAY BUILDING • SALEM, OREGON • 97310

7457

March 16, 1971

NOTED ON CARD
3-18-71 RL

Emery Logging Company
P. O. Box 231
Lakeview, Oregon 97630

Attention: Glen R. Wells
Office Manager

Gentlemen:

This will acknowledge receipt of your letter of March 10 informing us that Hermiston Construction Company owes you for equipment rental in the amount of $420.

From the description given in your letter, this appears to be in reference to the Hermiston Construction Company Contract No. 7457 for the Twenty Mile Creek Bridge of FAS 902 in Lake County.

The Fireman's Fund Insurance Company furnished the performance bond on this contract which is given to assure completion of the job and payment of all bills incurred in it. We will advise them of receipt of your claim letter and we will also forward it to the Secretary of State for filing.

Please let us know when your claim has been paid.

Very truly yours,

ORIGINAL SIGNED
FLOYD QUERY

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cc Fireman's Fund Insurance Company
Hermiston Construction Company

bc Hon. Clay Myers - Please acknowledge receipt of attached ✓ claim on the enclosed copy of this letter.

RECEIVED
MAR 17 8 52 AM '71
SECRETARY OF STATE

NOTED
C. W. HEAD

PHONES
Office: 947-2329
Home: 947-8022
947-9823

EMERY LOGGING
Company

Box 231
Lakeview, Oregon 97630

March 10, 1971

Sec. State Highway Dept.
% Floyd Querry
Salem, Oregon

Equipment Rental on Log King 50

14 Hours @ $30.00 - - - - - - - - - - - - - - - - - - $420.00

Aprox- 20 miles south of Adel for Hermiston Construction
Route 3 Box 184A
Hermiston, Oregon

We billed Hermiston Const. on Jan. 27, 1971 and to date we have not had a reply to our billing.

Emery Logging Co.
Glenn R. Wells
Glenn R. Wells
Office Manager

Cc

RECEIVED
MAR 12 1971
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

F+S
Lake Co

Board of Commissioners
Lake County
STATE OF OREGON
LAKEVIEW, OREGON 97630

GEORGE CARLON | GEORGE JACKSON | DON FITZGERALD

March 10, 1971

Oregon State Highway Department
State Highway Building
Salem, Oregon 97310

Gentlemen:

This is to advise you that Lake County is willing to accept the Twenty-Mile Bridge recently completed.

Sincerely yours,

Don Fitzgerald

DON FITZGERALD
Acting Chairman

DF/mcc

RECEIVED
COUNTY & CITY SECTION
MAR 12 1971
ENGR. OGGR. OE ME UE
UFE OE RE

Lake Co
FAS 902

OREGON STATE
HIGHWAY DEPARTMENT

Klamath Falls, Oregon
October 1, 1970

Board of Commissioners
Lake County
Lakeview, Oregon

Re: Twenty Mile Creek Bridge
FAS 902
Contract No. 7457

Dear Sirs:

This is in answer to your letter of September 24th requesting changes in the Twenty Mile Creek Bridge.

The finish grade of the structure can be lowered to approximately 3 feet above the present roadbed.

The superelevation can be reduced to 0.04' per foot. This will give a safe speed of 50+ miles per hour.

These changes will be made in this structure providing that the State not be held liable for any damages resulting from the changes.

If these conditions meet with your approval, please sign below and return to this office.

RECEIVED
COUNTY & CITY SECTION
OCT 8 - 1970
ENGR. COOR. OE AE UE
UPE RE RPE

Very truly yours,

N. D. Krehbiel, Res. Br. Eng.

cc: J. F. Putnam
H. S. Cox

George Carlon
Commissioner

George W Jack
Commissioner

FAS 902

Board of Commissioners
Lake County
STATE OF OREGON
LAKEVIEW, OREGON 97630

GEORGE CARLON GEORGE JACKSON DON FITZGERALD

September 24, 1970

Mr. H. S. Cox
County and City Engineer
State Highway Building
Salem, Oregon 97310

Re: 20-Mile Bridge

Dear Mr. Cox:

Lake County requests a change in the present specifications for the 20-Mile Bridge as follows:

(A) A maximum of 3 ft. height above the present road bed. (Plans call for approximately 7 ft.)

(B) A super elevation of .02 per ft. (The present specifications call for sufficient super for a curve.)

If the bridge is built according to the plans presented, it will call for a tremendous amount of fill to bring the road bed up to grade. This is entirely unnecessary in the area in which the bridge is located.

Sincerely yours,

George E Carlon
Commissioner

George W Jackson
Commissioner

Commissioner

RECEIVED
COUNTY & CITY SECTION
SEP 29 1970
ENGR. COOR. JE AE UE
RPE CE RE RPE

ELM/mcc
cc: Mr. J. S. Putnam, Regional Engineer
N. D. Krehbiel, Project Engineer

Copy to:- Walt Hart

RECEIVED
SEP 16 1970
FOR FILE
S-5756(1)
1457

September 16, 1970

Hermiston Construction Co.
Route 1, Box 184
Hermiston, Oregon 97838

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7457 for the Twenty Mile Creek (Twenty Mile) Bridge on FAS 902 in Lake County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

Enclosure

cc Fireman's Fund Ins. Co.
921 S. W. Washington St.
Portland, Oregon 97205

Frank Morgan
Ivan Merchant
J. F. Putnam
M. D. Krehbiel

OREGON STATE HIGHWAY DEPARTMENT

FORM A-150 (3-64)

HIGHWAY DEPARTMENT INVOICE

NO. 103146

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
8-27-70	CC 1223		519-1017-247

Lake County
Courthouse
Lakeview, Oregon 97630

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Advance Deposit			9,500.00
Partial transfer of the advance deposit for the construction of the Twenty Mile Creek (Twenty Mile Road) Bridge, FAS 902. Covered by agreement dated 9-30-69.			7,000.00
To be retained			2,500.00

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request $_____

By _____

RECEIVED
COUNTY & CITY SECTION
AUG 27 1970
☐ ENGR. ☑ COOR. ☐ OE ☐ AE ☑ UE
☑ UPE ☐ CE ☐ RE ☒ RPE ☐

FAS

Lake County Board of Commissioners
Courthouse
Lakeview, Oregon 97630

August 14, 1970

RECEIVED
COUNTY & CITY SECTION
AUG 14 1970
ENGR. COOR. OE AE UE
UPE CE RE RPE

Gentlemen:

On August 13, 1970, a satisfactory bid was received from the Hermiston Construction, Hermiston, Oregon 97838, for the Twenty Mile Creek (Twenty Mile) Bridge, FAS 902. As per the agreement between State and County, the following advance deposit is required from the County prior to awarding of a contract.

Bid Items	$41,098.00
Erosion Control	500.00
14½% Engineering and Contingencies	6,031.71
Estimated Total Cost	$47,629.71

County Advance Deposit:

20% of $47,629.71 = $9,525.94, or say $9,500.00.

Please make this advance deposit in the amount of $9,500.00 payable by check or warrant to the Oregon State Highway Commission and forward same to this office.

Very truly yours,

H. S. Cox
County and City Engineer

By: HR
Harold Reynoldson
Rural Program Engineer

HR:ljt

Form E 312X 5M 3-69 8-58

OREGON STATE HIGHWAY DEPARTMENT

JOB NO.

Summary of Bids Received and Construction Authorization

Project [illegible] /TWENTY MILE/ BRIDGE

Highway [illegible]

County [illegible]

F. A. Project No. S 575001

Engineer's Estimate 47,190.00

Date Bids Received 06/13/70

	NAME AND ADDRESS OF BIDDER	AMOUNT OF BID
1	[illegible] CONSTRUCTION [illegible] 97033	41,098.00
2	[illegible] CONSTRUCTION [illegible] 97601	47,432.00 **
3	[illegible] INC [illegible]	47,530.00
4	[illegible] CONSTRUCTION INC [illegible]	53,690.00

* Bidder will not accept award of more than one contract at this letting.

** Bidder will not accept award of more than one contract at this letting.

CONSTRUCTION AUTHORIZATION

Contract amount . . . . . $ 41,098.00

Additional anticipated items:
PRECISION CONTROL 500.00

ENGINEER'S RECOMMENDATION

County [illegible]

Date Bids Received 06/13/70

	NAME AND ADDRESS OF BIDDER	AMOUNT OF BID
1	[illegible] CONSTRUCTION [illegible] 97733	41,098.00
2	[illegible] CONSTRUCTION [illegible] 97701	47,432.00 **
3	[illegible] [illegible]	47,530.00 *
4	[illegible] CONSTRUCTION INC [illegible]	53,690.00

* Bidder will not accept award of more than one contract at this letting.

** Bidder will not accept award of more than one contract at this letting.

CONSTRUCTION AUTHORIZATION

Contract amount	$ 41.098.00
Additional anticipated items: FROSTON CONTRACT	[illegible]
Subtotal	$ 41,598.00
Contingencies and engineering (14 1/2%)	6,031.71
Subtotal	$ 47.629.71
Credit for maintenance rock	
Net construction authorization	$ 47,629.71

ENGINEER'S RECOMMENDATION

[illegible] Deputy State Highway Engineer

[illegible] Director [illegible]

RECEIVED
SEP 4 - 1970
FOR FILING
S-575(1)
7457

September 4, 1970

Hermiston Construction Co.
Route 1, Box 184
Hermiston, Oregon 97838

Gentlemen:

Enclosed are three copies of Contract No. 7457 for $41,098 awarded to you by the State Highway Commission on August 27, 1970. This contract is for construction on the Twenty Mile Creek (Twenty Mile) Bridge Section of FAS 902 in Lake County.

Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin September 17, 1970.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cr
Enclosures

bc: F. D. Morgan
I. D. Merchant
J. F. Putnam
M. D. Krehbiel

STATE COPY

Form Approved; Budget Bureau No. 04-R2809

MONTHLY TRANSACTION NO.	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION BUREAU OF PUBLIC ROADS	STATE Oregon
9-25	**FEDERAL-AID PROJECT AGREEMENT**	COUNTY Lake
PROJECT REPORT NO. 3	(PPM 21-7) 9-3-70	PROJECT NO. S-575(1)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator and the Director of Public Roads relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI:

Twenty Mile Creek (Twenty Mile) Bridge

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	5-13-70	0.010
OTHER (Specify)		

FUNDS Pro Rata 63.54%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 47,057.00	$ 29,900.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By P K Klabo

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

By _____
(Division Engineer)

For: R. E. Simpson

Date executed by Division Engineer SEP 3 1970

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Bureau of Public Roads.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Bureau of Public Roads and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Bureau of Public Roads.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Bureau of Public Roads the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Bureau of Public Roads the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Bureau of Public Roads, any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the rights-of-way of the Interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Bureau of Public Roads, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Bureau of Public Roads.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national origin. The contractor will take affirmative action to ensure that applicants are employed, and that employees are treated during employment without regard to their race, color, religion, sex, or national origin. Such action shall include, but not be limited to the following: employment, up-

Oregon State Highway Division

Federal Aid
Project No. S-575(1)

TWENTY MILE CREEK (TWENTY MILE) BRIDGE

FAS 902 IN LAKE COUNTY

Salem, Oregon, August 28, 1970

Project agreement estimate.

Type Code X080
Twenty Mile Bridge #9913 (Sta. 17+68.5 to Sta. 18+20)

Temporary Protection and Direction of Traffic	All Required		$ 500.00
Shoring, Cribbing, Etc.	All Required		150.00
Structure Excavation	100 cu.yd.	4.00	400.00
Structure Excavation Below Elevation Shown	10 cu.yd.	6.00	60.00
Furnish 12 BP 53 Steel Piling	720 lin.ft.	5.50	3,960.00
Drive Steel Piles	16 only	245.00	3,920.00
Splice Steel Piles	4 only	55.00	220.00
Class "A" Concrete (132 cu.yd.)	All Required		15,220.00
4' x 50/55' Prestressed Slabs	8 only	1,420.00	11,360.00
Reinforcement (13,000 lbs.)	All Required		3,108.00
Metal Rail	100 lin.ft.	14.00	1,400.00
Loose Riprap, Class 700	200 cu.yd.	4.00	800.00
	Subtotal		$ 41,098.00
	Engr. & Cont.		5,959.00
	Total		$ 47,057.00

Length of Structure 0.010 mile

Federal Funds	$29,900.00
State Funds	8,578.50
County Funds	8,578.50
Total	$47,057.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Group 1 - 100%

Contract No. 7457

Prefix 519-1047

RECEIVED
NOV 12 1970
FOR FILE

S-5275(1)
7457

August 27, 1970

Hermiston Construction
Route 1, Box 591
Hermiston, Oregon 97838

Gentlemen:

The State Highway Commission on August 18, 1970, accepted your proposal for the Twenty Mile Creek (Twenty Mile) Bridge on FAS 902 in Lake County for the sum of $41,098 and referred it to the State Highway Engineer with authority to award the contract as soon as approval of Lake County is received and the sum of $9,500 is deposited by the County.

These conditions were satisfied and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 7457.

Contract forms are being prepared and will be mailed to you for execution within the next few days.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cr

bc: F. D. Morgan
I. D. Merchant
J. F. Putnam
M. D. Krebbiel
William Geibel (SAIF)
Pacific Builder & Engr., Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle, Wn., & Portland, Ore.

RECEIVED
MAY 25 1970

Form FHWA-121 (12-67)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

S-575(1)

TO : Mr. Forrest Cooper, State Highway Engineer
7457 Salem, Oregon

DATE: May 20, 1970

In reply refer to: 08-35-EC

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project S-575(1), 20-Mile Creek Bridge and
Oregon Project S-17-102(1), Jumpoff Joe Creek to
Louse Creek Interchange
Program Approval

This is to confirm that the two subject Federal-aid Secondary projects included on our May 19, 1970 Program Approval, Form PR-48, as Item 1029, S-575(1), 20-Mile Creek Bridge, and Item 1032, S-17-102(1), Jumpoff Joe Creek to Louse Creek Interchange, had been previously approved and authorized to proceed verbally on May 13, 1970. Program Approval for the remaining two projects listed Item 1030, SU-545(2), Johnson Creek Bridge and Item 1031, S-576(1), Nestucca River (Ollie Woods) Bridge remains at May 19, 1970 as shown.

Copy sent 5-22-70

NOTED
F. B. KLABOE

RECEIVED
MAY 2 2 1970
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
MAY 25 1970

Form FHWA-121 (12-67)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Bureau of Public Roads
Box 300
Salem OR 97308

S-575(1)
7457

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: May 20, 1970

In reply refer to: 08-35-EC

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project S-575(1), 20-Mile Creek Bridge and
Oregon Project S-17-102(1), Jumpoff Joe Creek to
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Program Approval

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5-22-70

NOTED
F. B. KLABOE

RECEIVED
MAY 2 3 1970
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

TRANSACTION NUMBERS 5-37 TO 5-40

FORM PR-48 (REV. 7-67)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 5-19-70

BY (Signature): MR. YOUNG'S APRIL 28, 1970 LETTER

TITLE: PROGRAM & PLANNING ENGINEER

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☒ FAS ☐ OTHERS

STAGE 1* ITEM NOS. ____ THRU ____

STAGE 2 ITEM NOS. 1029 THRU 1032

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	LOCATION	WORK
1029	S-575(1)	0.01	35,000	21,800	20 MILE CREEK BRIDGE (LAKE COUNTY)	1 STRUCTURE
1030	SU-545(2)	0.13	100,000	63,500	JOHNSON CREEK BRIDGE (MULTNOMAH COUNTY)	1 STRUCTUBE
1031	S-576(1)	0.068	250,000	158,700	NESTUCA RIVER (OLLIE WOODS) BRIDGE (TILLAMOOK COUNTY)	1 STRUCTURE
1032	S-17-102(1)	3.63	913,000	494,000	JUMPOFF JOE CREEK TO LOUSE CREEK INTERCHANGE (JOSEPHINE COUNTY)	GRADE - DRAIN - HIGH TYPE PAVEMENT AND RAILROAD CROSSING SIGNALS

OTHER IDENTIFICATION AND/OR REMARKS (State)

REMARKS (Division)

YOU ARE AUTHORIZED TO PROCEED WITH ACTIONS NECESSARY TO ADVANCE TO COMPLETION THE PHYSICAL CONSTRUCTION PROVIDED FOR BY THE ABOVE PROJECTS IN ACCORDANCE WITH THE PROVISIONS OF YOUR APPROVED SECONDARY ROAD PLAN. IF YOU SUBSEQUENTLY FIND THAT EXCEPTIONS TO THE PROCEDURE WILL BE NEEDED OR THAT YOUR PROPOSED DESIGN STANDARDS FOR THESE PROJECTS ARE LOWER THAN THE MINIMUM DESIGN STANDARDS AS APPROVED JUNE 24, 1968, THIS OFFICE SHOULD BE NOTIFIED OF SUCH PROPOSED EXCEPTIONS AND REASONS THEREOF.

YOU ARE CAUTIONED, HOWEVER, NOT TO PROCEED UNTIL ASSURED THAT ALL THE REQUIREMENTS OF SECTION 30 OF THE 1968 FEDERAL AID HIGHWAY ACT AS RELATED TO RELOCATION PAYMENTS HAVE BEEN MET AS COVERED IN PARAGRAPH 5 OF THE APPROVED SECONDARY ROAD PLAN. THE STATEMENT "RELOCATION ASSISTANCE: NONE" NOW SHOWN ON THE BACK OF THESE PR-1'S IS NOT CONSISTANT WITH THOSE REQUIREMENTS.

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		5-19-70	R. E. SIMPSON, DIVISION ENGINEER

*Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

GPO 927-954

RECEIVED MAY 28 1970

FILE: 5-37 to 5-40

NOTED
H. S. COX

Lake County Board of Commissioners
Courthouse
Lakeview, Oregon 97630

May 13, 1970

Re: Twenty Mile Creek (Twenty Mile Road)
Bridge Section
FAS 902
Lake County

Gentlemen:

Because there will be no wearing surface placed on the roadway of this structure during construction, the County may wish to do this themselves later. This wearing surface is not necessary and the structure can be used without the wearing surface, but a couple of inches of cold mix would prevent the chipping of the edges of the sections. This is just a suggestion and as I said above, is not necessary for the use of the structure.

I would also like to remind you that the guardrails on the approaches are the County's responsibility and should be installed shortly after the completion of the structure.

If there are any questions, please do not hesitate to contact us.

Very truly yours,

H. S. Cox
County and City Engineer

By: HR
Harold Reynoldson
Planning Engineer

HR:ljt

NOTED
R. H. PRANGE

NOTED
MAINOR C. HOLMES

Noted
Oscar H. Norberg

NOTED
RICHARD UNREIN

NOTED
L. B. Arensmeier

NOTED
DON HARWELL

RECEIVED
MAY 19 1970
PUB. FILING

S-5755(1)
7457

May 13, 1970

Board of County Commissioners
Lake County
Courthouse
Lakeview, Oregon 97630

MISC. CONTRACTS and
AGREEMENTS No. 3934

Attention: Zane Grey
County Clerk

Gentlemen:

Attached for your records is a fully executed copy of an agreement pertaining to construction of a bridge over Twenty Mile Creek on FAS 902.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

Floyd Quary, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm
Att.

cc H. S. Cox
(conf. agreement attached)

Oregon State Highway Commission
State Highway Building
Salem, Oregon 97310

5-6-70

NOTED
H. S. COX

Attention: County and City Section

SUBJECT: Federal Aid Project No. _____

Highway No. FAS 902

Project Name Twenty Mile (Twenty Mile) Bridge Section

1. We hereby certify that, to the best of our knowledge and belief, all rights-of-way or rights-of-entry for the above referred to Federal-aid project have been secured.

2. We hereby certify that: (check one)

[X] There has been no displacement of persons from residences, farms, or businesses; and that all incidental charges related to the transfer of property have been paid by County.

[ ] In accordance with Section 30 of the Federal-aid Highway Act of 1968, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals and families have been relocated to, or offered, decent, safe, and sanitary housing.

3. We hereby certify that the occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to Federal-aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Lakeview, Oregon,

this 6th day of May, 1970.

LAKE County

Chairman

Commissioner

Commissioner

RECEIVED
MAY 11 1970
ENGINEER
COUNTY & CITY DIVISION

NOTED
MAINOR C. HOLMES

Copy to:- John Oaks
C.G. Swanson
R.N. Chase
J.F. Putnam (Dist Engr)

NOTED
P. B. Arensmeier

(11/17/69)
NOTED
R. H. PRANGE

Noted
Oscar H. Norberg

NOTED
RICHARD UNREIN

NOTED
DON HARWELL

RECEIVED
MAY 4 - 1970
FOR FILING

5-575(1)
7457

April 28, 1970

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon 97311

Dear Sir:

We are submitting program data for four Secondary Federal Aid Projects, Item Nos. 1189 through 1192, which we desire to have included in the Federal Aid Secondary Highway Program.

These projects have been selected by the Highway Commission and local authorities in cooperation with each other as required by the Federal Aid Highway Act.

It is our intention to receive bids for these projects on June 4, 1970.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

RNC:bb

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

4-28-70

FEDERAL-AID P
(PPM

| | | |

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

28-70

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

11 (65)	ADT	PRESENT 100	FUTURE 150 (68) (70)	YEAR 90 (71) (72)	REGION 08	STATE NAME Oregon	STATE CODE 35 (2) (3)	APPN CODE 022 (4) (9)	ITEM NO. 1029 (14) (18)

E (66)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) 14 23	NUMBER S- 575(1) 7 13	SEQ. NO.	I, Projects Only POST MI. (24) (26)	DESIG. 27

	COUNTY NAME	CODE 037 (14) (16)	PROGRAM STAGE
	Lake		1 OR X 2

	ROUTE NO. S	FEDERAL-AID 902 (32)	STATE Co.Rd. (36) (37)	U.S. (41)

	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK *(Full description)*
	(54) (58)	(59) (66)	(67) (76)			
0.83 L.						One reinforced concrete precast slab bridge, length 50', H.C. 32'.
	0.01	35,000	21,800	6,600	6,600 (Co.)	ROW-60' Min.; Access Control-None; Park. Restrictions-None.
CT S	0.01	35,000	21,800	6,600	6,600 (Co.)	

(16) (23) (24) (33) REMARKS

-OVER-

USCOMM DUSCOMM-DC 48905-P61

TWENTY MILE CREEK BRIDGE SECTION
PROJECT NO. S-575(1)

Existing Facilities: Treated pile timber structure 32' long with a 14' roadway.

Adjacent Sections:
North End: 24' gravel roadway.
South End: Same.

Project Data: Construct a reinforced concrete bridge having a precast slab deck, 50' in length with a 32' roadway. County will construct approaches and connections and install guard-rail. The County will make the change in the channel and will place riprap. County will remove the existing bridge.

Right of Way: 60' Minimum.
Access Control: None.
Railroad Crossing: None.
Minimum Design Standards: No deviations from standards.
System Action: Completed.
Public Hearing: Offered, not requested (Notices in paper 3/4/70 and 3/11/70).
Unusual or Complicated Situations: County is going to improve this roadway to 32' top width some distance on each side of this structure.
Route Data: This route is used by the farmers and ranchers as a farm-to-market road.
Parks and Recreation Areas Affected: None.
Relocation Assistance: None.
Social, Economic and Environmental Effects Considered: Yes.
Location and Design Approval: 4/24/70.

Clearinghouse Approval: State Clearinghouse approval received March 10, 1970. District 11 clearinghouse is not operating at present and the Highway Division was informed by the State Executive Department that projects within this District will not require District review until a committee is appointed.

The State does not, at this time, have the legal authority to control the use by Utilities of the right of way on this project. A State-County agreement is being prepared to comply with paragraph 6d(1) of PPM 30-4.1.

Board of Commissioners

NOTED
H. S. COX

Lake County

STATE OF OREGON

LAKEVIEW, OREGON 97630

GEORGE CARLON — GEORGE JACKSON — DON FITZGERALD

April 25, 1970

Oregon State Highway Division
County & City Relations Department
State Highway Building
Salem, Oregon

ATTENTION: Mr. Harold Reynoldson

Gentlemen:

It is the decision of the Commissioners and the Road Superintendent of Lake County that the 50 ft. bridge on 20-mile Creek will be sufficient for that area.

It was the experience of the County that the 32 ft. structure presently erected was not quite long enough nor high enough to accommodate flood conditions. However, it would appear that the increased 3-ft. height would make a 50 ft. span adequate. It would be possible, if additional venting should be necessary, that a 48 inch culvert could be installed in the north approach.

The road bed adjacent to the 20-mile Creek area has always been the County's responsibility, and we feel that the Winnemucca To The Sea Highway would have more pressure on it with a larger bridge than it will with a 50 ft. span. The County does not feel that the Winnemucca Highway, which is a good many miles down stream, will be affected to any great extent by this bridge, and thus increase the State Highway Department's responsibility in that area. While we assume no responsibility for the State Highway, we re-iterate, that as to our own roads, we will take care of them as usual.

Very truly yours,

George Carlon, Chairman

George Jackson, Commissioner

Don Fitzgerald, Commissioner

NOTED
HAROLD REYNOLDSON

4-30-70
Copies to Bridge (W. Hart)
this date
S:

RECEIVED
APR 30 1970
ENGINEER
COUNTY & CITY DIVISION

GC/mcc

NOTED
MAINOR C. HOLMES

NOTED
P. B. Arensmeier

Noted
Oscar H. Norberg

NOTED
RICHARD UNREIN

NOTED
DON HARWELL

FORM E-80 (REV 10-69)

RECEIVED
APR 20 1970
ENGINEER
COUNTY & CITY DIVISION

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

NOTED
H. S. COX

Salem, Oregon
April 17, 1970

SUBJECT: Twenty Mile Creek Bridge
FAS 902
Lake County
Bridge No. 9913

To:

Mr. H. S. Cox
County & City Engineer

B U I L D I N G

Attention Mr. Harold Reynoldson

Preliminary plans for the replacement of the existing 32-foot span wood structure on Twenty Mile Creek have previously been submitted to you and approved by the Lake County Court.

A further investigation by the State leads us to believe that a considerably longer structure should be constructed because of the lack of waterway capacity on some of our structures on the Winnemucca-to-the-Sea Highway near Adel. The possibility of a heavy snow pack on frozen ground and with a Chinook wind which would cause a sudden and large run-off is the main source of worry.

Preliminary plans approved by Lake County indicate a 50-foot span structure on concrete abutments and a channel change through this stretch of the creek. We believe now that two 50-foot slab span structure with the center bent being a solid concrete pier should be used. Will you please contact the County at your earliest convenience and apprise them of our decision.

If the County decides to retain the presently approved 50-foot structure, we must have a letter from them to the effect that they will be responsible for any roadbed damage adjacent to Twenty Mile Creek.

Rec'd 4-70 - sent on to Br. Dept.

The project is on the June 4 schedule of bid openings so time is very important in this matter.

Ivan D. Merchant
Bridge Engineer

IDM:DH

cc Tom Edwards

NOTED
R. H. PRANGE

NOTED
DON HARWELL

	ADT	DHV
1970	100	10
1990	150	15

SAFETY _____

MEMO TO R. N. CHASE Date April 23, 1970

FAS 902, LAKE COUNTY, Twenty Mile Creek (Twenty Mile) Br. SECTION

TERMINI: Bridge is 10.83 miles south of the junction with FAS 699 in the town of Adel, and is approximately 7 miles north of the California line. M.P. 10.83

PROPOSED WORK: Structure

PROJECT LENGTH: 50 feet

COSTS:	TOTAL	FEDERAL	STATE	COUNTY	OTHER
CONSTRUCTION	$35,000	$21,000	$7,000	$7,000	

EXISTING FACILITIES: Treated pile timber structure 32 feet long with a 14-foot roadway.

ADJACENT SECTIONS:

North End:
South End: 24-foot gravel roadway

PROJECT DATA: Construct a reinforced concrete bridge having a precast slab deck, 50 feet in length with a 32-foot roadway. County will construct approaches and connections and install guardrail. The County will make the change in the channel and will place rip rap. County will remove the existing bridge.

RIGHT-OF-WAY: 60 feet minimum
ACCESS CONTROL: None

RAILROAD CROSSING: None
MINIMUM DESIGN STANDARDS: No deviations from standards.

SYSTEM ACTION: Completed

PUBLIC HEARING: Offered, not requested (Notices in paper 3/4/70 and 3/11/70)

UNUSUAL OR COMPLICATED SITUATIONS: County is going to improve this roadway to 32-foot top width some distance on each side of this structure.

ROUTE DATA: This route is used by the farmers and ranchers as a farm to market road.

Parks and recreation areas affected----------No
Relocation assistance----------No
Social, economic and environmental effects considered----------Yes
Location and design approval----------Has been requested
Clearinghouse----------3/10/70

Control of utilities will be obtained by agreement prior to award of contract.

RECEIVED
MAR 10 1970
FOR FILING

STATE OF OREGON
1859

5-575(1)
7457

EXECUTIVE DEPARTMENT

5 CAPITOL • • • • • • • • • SALEM, OREGON 97310

March 10, 1970

TOM McCALL
GOVERNOR

EDWARD G. WESTERDAHL, II
Director

Mr. Forrest Cooper
State Highway Engineer
Department of Transportation
Highway Building
Salem, Oregon 97310

HIGHWAY PROJECTS--
TWENTY MILE (TWENTY MILE) BRIDGE SECTION, FAS 902
PILOT ROCK-EAST BIRCH CREEK BRIDGE SECTION, FAS 758
AIRSTRIP RD.-PUDDING RIVER BR. SECTION, FAS 117
COUNTRY CLUB ROAD-HARVEY WAY SECTION, FAS 681
SW. HUNZIKER ST.-LOWER BOONES FERRY RD, SECTION, FAS 943
S. TIGARD INTERCHANGE-BOONES FERRY ROAD SECTION, FAS 943
BARTH CROSSING-U.S. 30 CONNECTION SECTION, FAS 470
FRENCHGLEN HWY.-WILDLIFE HDQTS. SECTION, FAS 824

The above projects have been coordinated with the interested state agencies and all concur with the projects. The provisions of Highway Safety Program Standard No. 312 should be complied with.

The accomplishment of these projects should result in improved traffic safety on these roads.

Ed

Edward G. Westerdahl, II

NOTED
F.B. KLAPOKE

RECEIVED
MAR 11 1970

Young
3-11-70

NOTED
H. S. COX

March 3, 1970
(date)

Lake County Board of Commissioners
Courthouse
Lakeview, Oregon

In order to comply with requirements of the Bureau of Public Roads covering protection of public resources such as recreational areas, historical sites, wild life refuges, or any other facility in which the public has a specific interest, it is required that local public authorities should be consulted regarding the impact on these resources of a planned highway improvement.

Would you please fill out the form below regarding these resources and return it to the Oregon State Highway Department, County and City Division, State Highway Building, Salem, Oregon (97310). Retain the second copy for your records.

Highway FAS 902

Section Twenty Mile (Twenty Mile Creek) Bridge

Do you know of any public organization or quasi-official organizations that might be opposed to this project on the grounds of interference with recreational, historical, or public resources? Yes ☐ No ☒

If answer is yes, please list organizations:

RECEIVED
MAR 6 - 1970
ENGINEER
COUNTY & CITY DIVISION

(date)

By George E Carlon

By Geo W Parker
Commissioner

By Dan Isaacs
Commissioner

cc: L. H. Young
Attn: Duane Ridings

NOTED
DON HARWELL

RECEIVED
FEB 9 - 1970
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

5-525(1)
7457

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

February 9, 1970

Executive Department
Federal Aid Coordination Unit
Room 5 State Capitol
Salem, Oregon

Gentlemen:

In accord with Executive Memorandum 01-270-02, attached in quintuplicate are completed Notices of Intent to apply for federal assistance for fifteen federal-aid secondary, county projects, as follows:

State Administrative District No. 1
Nestucca River (Ollie Woods) Bridge Section, FAS 613

State Administrative District No. 2
Airstrip Rd.-Pudding River Br. Section, FAS 117
Hogan Road-Boring Section, FAS 129
Columbia River Hwy.-Old Portland Road Section, FAS 574
Johnson Creek (Foster Road) Bridge Section, FAS 639
Country Club Road-Harvey Way Section, FAS 681
S.W. Hunziker St.-Lower Boones Ferry Rd. Section, FAS 943
S. Tigard Interchange-Boones Ferry Road Section, FAS 943

State Administrative District No. 4
S. Santiam (Sweet Home) Bridge Section, FAS 217

State Administrative District No. 11
Twenty Mile (Twenty Mile) Bridge Section, FAS 902

State Administrative District No. 12
Barth Crossing-U.S. 30 Connection Section, FAS 470
Walla Walla River (Joe West) Bridge Section, FAS 471
Pilot Rock-East Birch Creek Bridge Section, FAS 758

State Administrative District No. 13
Bear Creek Bridges, FAS 468 and FAS 491

State Administrative District No. 14
Frenchglen Hwy.-Wildlife Hdqts. Section, FAS 824

The estimated date of filing for federal funds on these projects varies from mid-March to April 30, 1970. In order that these dates and the subsequent dates of contract letting may be met, your prompt attention to these proposals will be appreciated.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

Attachments

ATTACHMENT B

NOTICE OF INTENT

TO: State of Oregon Executive Department
Federal Aid Coordination Unit
Room 5, State Capitol
Salem, Oregon 97310

FROM: Applicant Agency State Highway Division Salem (Address)

Contact Person L. H. Young 2761 (Phone)

1. Project Location

Administrative District 11 City

County Lake Special District(s) (if applicable)

Other affected jurisdictions/agencies

---

2. Federal Program

Common Program Name Federal-Aid Secondary

Authorizing Legislation Title 23, U.S.C., Highways (Public Law No. and Title)

Fed. Admin. Agency: Dept. Department of Transportation

Agency Bureau of Public Roads

3. Estimated Project Cost

Federal Share ☐ Loan ☒ Grant $15,000 (Lake Co.) Source of State Agency Share (if any)

Local Applicant Share 5,000 General Fund - -

*State Agency Share 8,000 Other Funds (specify)

Other (specify) -

TOTAL $28,000 *Total State Agency Share $8,000

*Indicates totals should be equal.

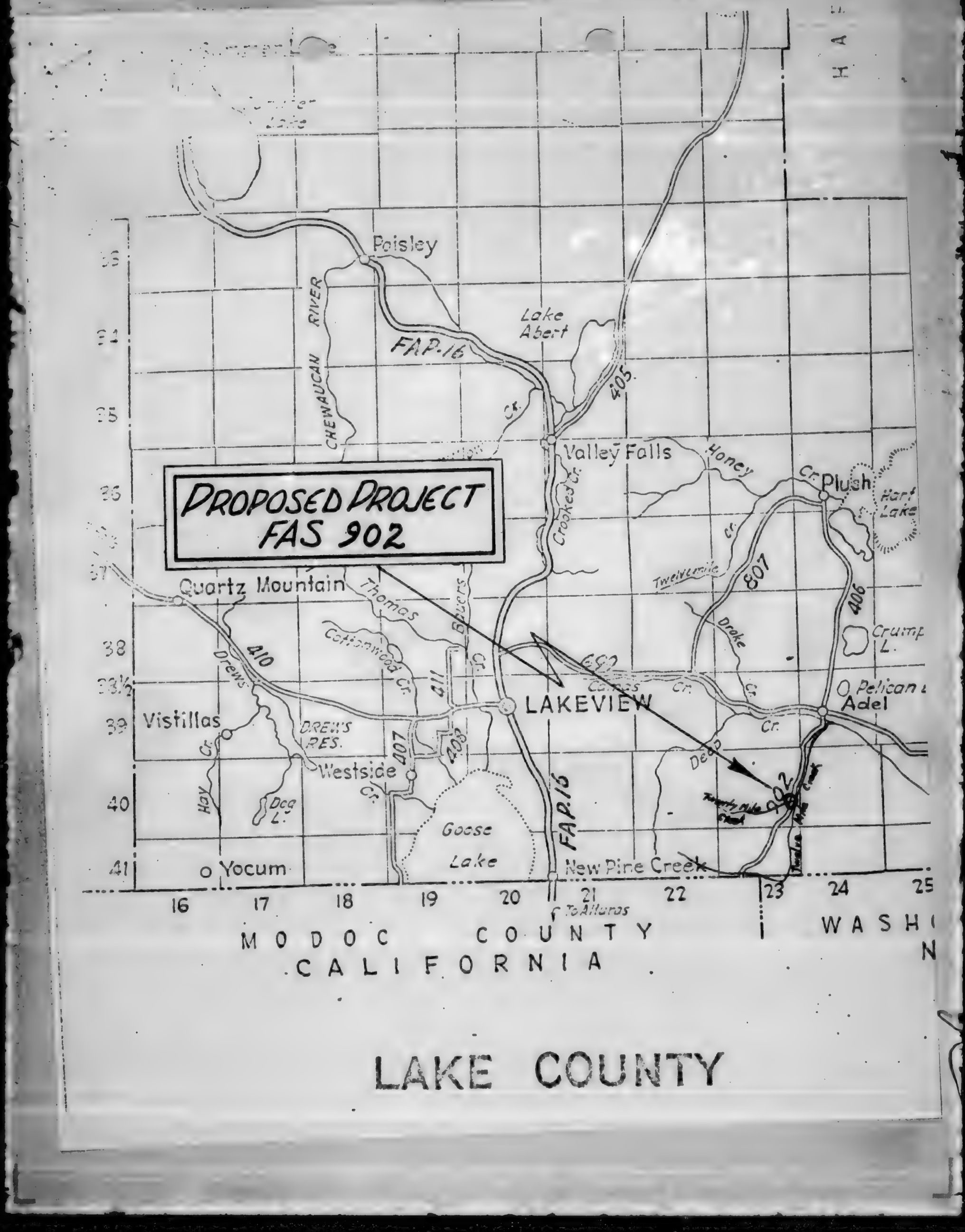
---

4. Estimated Application Filing Date April 1970

---

5. Project Description (Please use back of page, attaching supplemental sheets if necessary.)
Twenty Mile (Twenty Mile) Br., FAS 902
Project to consist of preliminary engineering, right-of-way acquisition, structure and incidental work to replace the existing bridge on current standards.

(over)


PROPOSED PROJECT
FAS 902
Paisley
CHEWAUCAN RIVER
FAP-16
Lake Abert
405
Valley Falls
Honey Cr.
Plush
Hart Lake
Crooked Cr.
Twelvemile Cr.
807
406
Crump L.
Quartz Mountain
Thomas
Cottonwood Cr.
Drews
410
411
Buers Cr.
Drake
Cr.
Pelican
Adel
LAKEVIEW
Vistillas
DREWS RES.
Westside
407
408
Hay Cr.
Dog L.
Goose Lake
FAP 16
New Pine Creek
To Alturas
Yocum
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MODOC COUNTY
CALIFORNIA
LAKE COUNTY

ATTACHMENT B

NOTICE OF INTENT

TO: State of Oregon Executive Department
Federal Aid Coordination Unit
Room 5, State Capitol
Salem, Oregon 97310

FROM: Applicant Agency State Highway Division Salem (Address)

Contact Person L. H. Young 2761 (Phone)

1. Project Location

Administrative District 11 City

County Lake Special District(s) (if applicable)

Other affected jurisdictions/agencies

---

2. Federal Program

Common Program Name Federal-Aid Secondary

Authorizing Legislation Title 23, U.S.C., Highways (Public Law No. and Title)

Fed. Admin. Agency: Dept. Department of Transportation

Agency Bureau of Public Roads

3. Estimated Project Cost

Federal Share ☐ Loan ☒ Grant $15,000 (Lake Co.) Source of State Agency Share (if any)

Local Applicant Share 5,000 General Fund - -

*State Agency Share 8,000 Other Funds (specify)

Other (specify) -

TOTAL $28,000 *Total State Agency Share $8,000

*Indicates totals should be equal.

---

4. Estimated Application Filing Date April 1970

---

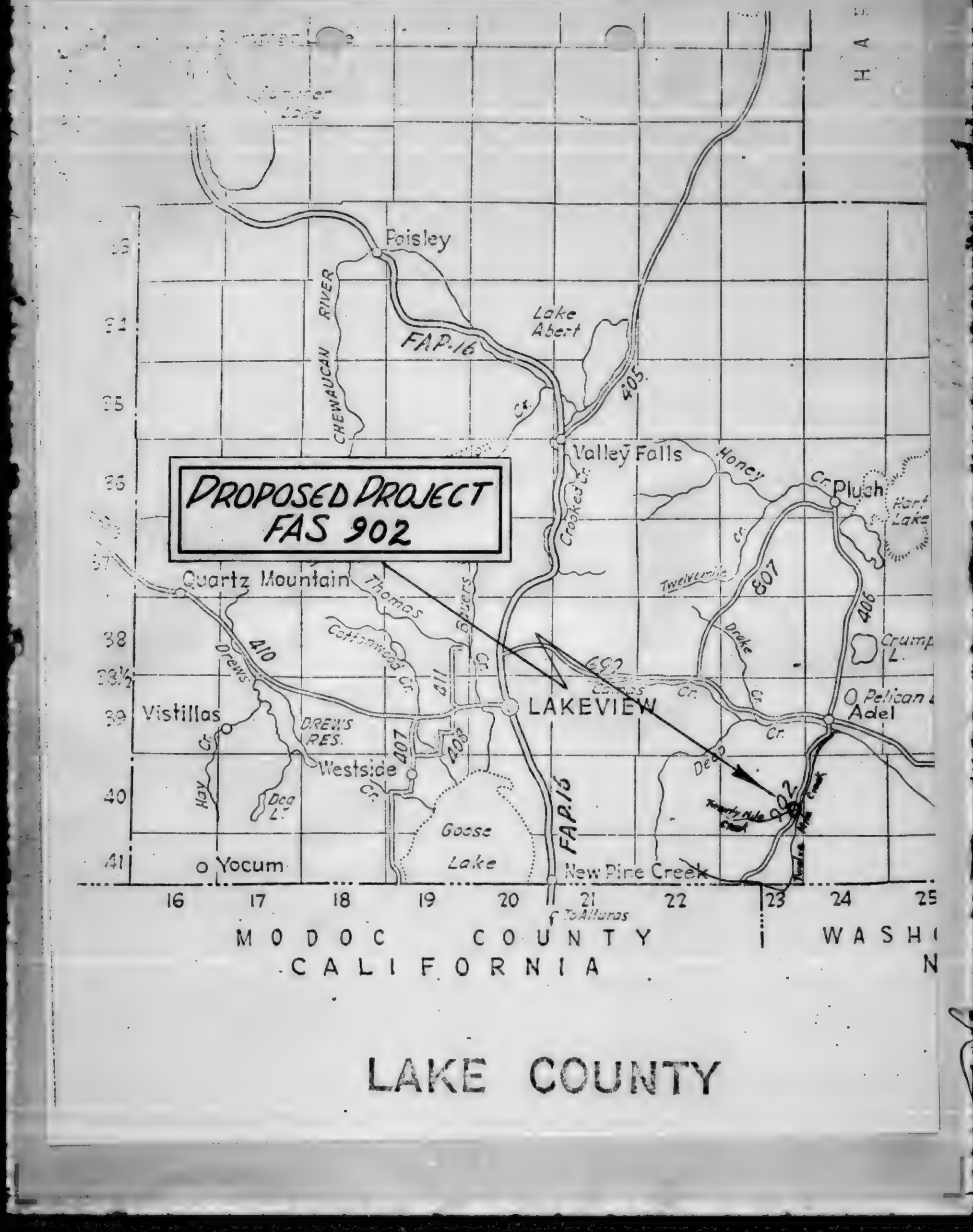
5. Project Description (Please use back of page, attaching supplemental sheets if necessary.)
Twenty Mile (Twenty Mile) Br., FAS 902
Project to consist of preliminary engineering, right-of-way acquisition, structure and incidental work to replace the existing bridge on current standards.

(over)

Work Narrative

Construct a concrete bridge 32 feet in width with no sidewalks. County is going to improve 15.0 miles of this route to have a gravel top width of 32 feet.

See attached map for geographic location.


PROPOSED PROJECT
FAS 902
Paisley
Summer Lake
CHEWAUCAN RIVER
FAP-16
Lake Abert
405
Valley Falls
Honey Cr.
Crooked Cr.
Plush
Horse Lake
Quartz Mountain
Thomas
Cottonwood Cr.
Drews
410
411
Cr.
LAKEVIEW
Twelvemile Cr.
807
406
Drake
Crump L.
Pelican
Adel
Vistillas
DREWS RES.
Westside
407
408
Dog L.
Goose Lake
FAP 15
To Alturas
Yocum
New Pine Creek
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41
MODOC COUNTY
CALIFORNIA
LAKE COUNTY

FAS 902
Lake Co

Board of Commissioners

Lake County
STATE OF OREGON
LAKEVIEW, OREGON 97630

NOTED
H. S. COX

GEORGE CARLON | GEORGE JACKSON | DON FITZGERALD

February 6, 1970

20 mile Creek
FAS 902

Mr. Harold Reynoldson
Planning Engineer
Oregon State Highway Department
Highway Building
Salem, Oregon 97310

Dear Mr. Reynoldson:

I have checked with our Road Superintendent and I find that the channel work above and below the present bridge is pretty well finished. The actual site of the bridge location proper will be widened at the time the by-pass road is put in in late June or the first of July.

We are pleased that you have held the 50 ft. length of the structure, since our present 32 ft. bridge has been pretty hard to hold during high water. I think the additional 12 feet will be of great help.

May we again call your attention to the fact that we frequently get high water in June and that construction of this bridge should be held over until after the 4th of July.

Letting for June?

Change to July 23-70 S.

Very truly yours,

E. L. McKinney

E. L. McKINNEY
Assistant

NOTED
P. B. Arseneau

ELM/mcc

Copy to - Ivan Merchant
G.G. Swanson

NOTED
HAROLD REYNOLDSON

RECEIVED
FEB 9 - 1970
ENGINEER
COUNTY & CITY DIVISION

NOTED
RICHARD UNREIN
Noted
Oscar H. Norberg

NOTED
MANNOR C. HOLMES

NOTED
R. H. PRANGE

NOTED
DON HARWELL

fas 902
Lake Co

FORM H-90 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

NOTED
H. S. COX

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 26, 1970

To: MR. H. S. Cox
County & City Engineer
BUILDING

SUBJECT: OPTION
Twenty Mile Creek Bridge Section
Twenty Mile Road
Lake County

Hal

This is to confirm that on this date we handed Mr. Reynoldson one original option form in quadruplet covering right of way to be acquired in connection with Twenty M ile Creek Bridge Section of Twenty Mile Road in Lake County.

We also handed him copies of the Authorization List, Mr. Barbee's letter of January 21, 1970, and three prints of map 1R-3-1450 covering this area and bearing our date of January 23, 1970.

File No.	Name	Area
44082	Henry J. O'Keeffe	1.4 acres P-1 0.33 acre P-2

Earl F. Saling

EARL F. SALING
Right of Way Office Manager

AC:bjb

cc: J. F. Putnam - 1 print
H. G. Brainerd - 1 print

RECEIVED
JAN 27 1970
ENGINEER
COUNTY & CITY DIVISION

NOTED
HAROLD REYNOLDSON

NOTED
MAINOR C. HOLMES

NOTED
R. H. PRANGE

Noted
Oscar H. Norberg

NOTED
RICHARD UNREIN

NOTED
P. B. Arensmeier

NOTED
DON HARWELL

FAS 902
Lake Co

FORM S-20-X (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 21, 1970

To: Mr. D. H. Moehring
Right of Way Engineer
BUILDING

SUBJECT:

44082 - O'Keaffe
Twenty Mile Creek Bridge Section
Twenty Mile Road
Lake County

Attached is a 2 parcel description and an authorization for the subject section, which is scheduled for April 23, 1970.

Lake County is to acquire this right of way.

ORIGINAL SIGNED BY
D. J. BARBEE

D. J. Barbee
Design Engineer

Hearing Reqd.
DJB

FOS:hc

Attachments

cc: Mr. H. S. Cox ✓

RECEIVED
JAN 21 1970
ENGINEER
COUNTY & CITY DIVISION

NOTED
HAROLD
REYNOLDSON

NOTED
P. B. Arensmeier

NOTED
H. S. COX

NOTED
R. H. PRANGE

Noted
Oscar H. Norberg

NOTED
RICHARD UNREIN

NOTED
[illegible] HOLMES

NOTED
DON HARWEL

NOTED
H. S. COX

SALEM, OREGON
December 15, 1969

Mr. D. J. Barbee
Design Engineer
BUILDING

Twenty Mile Creek Bridge
FAS 902
Lake County

Attention: Mr. P. L. Carstensen

The survey data for the above project has been examined and it has been found to be consistant with the project requested by the County and approved by the Highway Commission.

NOTED
HAROLD
REYNOLDSON

Harold Reynoldson
Planning Engineer
County and City Department

HR:ljt

NOTED
R. H. PRANGE

Noted
Oscar H. Norberg

NOTED
RICHARD UNREIN

NOTED
P. B. Arensmeier

NOTED
MAYNOR C. HOLMES

NOTED
DON HARWELL

RECEIVED
NOV 1[illegible] 69

GAME COMMISSION

OFFICE OF THE DIRECTOR

P. O. BOX 3503 • 1634 S.W. ALDER ST. • PORTLAND, OREGON • 97208 • Ph. 222-9611

TOM McCALL
GOVERNOR

COMMISSIONERS
GEORGE L. HIBBARD, Chairman
J. PAT METKE, Vice Chairman
JOHN P. AMACHER, Member
JOSEPH W. SMITH, Member
JAMES W. WHITTAKER, Member

JOHN W. McKEAN
State Game Director

November 10, 1969

State Highway Engineer
State Highway Department
Highway Building
Salem, Oregon 97310

NOTED
F. B. KLABOE

Attention: Mr. Frank L. Hall

Dear Sir:

We are replying to your letter of October 14, which referred to the prospectus for:

Twenty Mile Creek Bridge Section
Twenty Mile Road, FAS 902
Lake County

There will be no conflict with wildlife resources as a result of this construction, so the plan is approved.

We appreciate the opportunity to comment.

Very truly yours,

R. O. Koski

R. O. Koski
Fishery Staff Specialist

ROK:js
cc: F.B. Klaboe
L.H. Young
T.C. Roake
C.G. Swenson
F.E. Terpin
W.H. Tebeau
J. F. Putnam (2)

RECEIVED
NOV 12 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 12 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 17 1969
FORM

10-13-69

PREFIX NO. 519-1475

5-575(1)
7457

LOCATION PROSPECTUS
TWENTY MILE CREEK BRIDGE SECTION
TWENTY MILE ROAD, FAS 902
LAKE COUNTY

HIGHWAY: Twenty Mile Road. Federal-aid Secondary No. 902.

TERMINI: Approximately 8 miles southerly of Adel.

PROGRAM: FAS-C project.

NARRATIVE: Prepare a vicinity map and plans, specifications and estimates for construction of a new bridge to replace the present structure. County to construct detour. State to prepare right of way descriptions. The new structure will have a horizontal clearance of 32 feet. No sidewalks. Lake County will construct approaches, connections, guard rails and necessary rip rap.

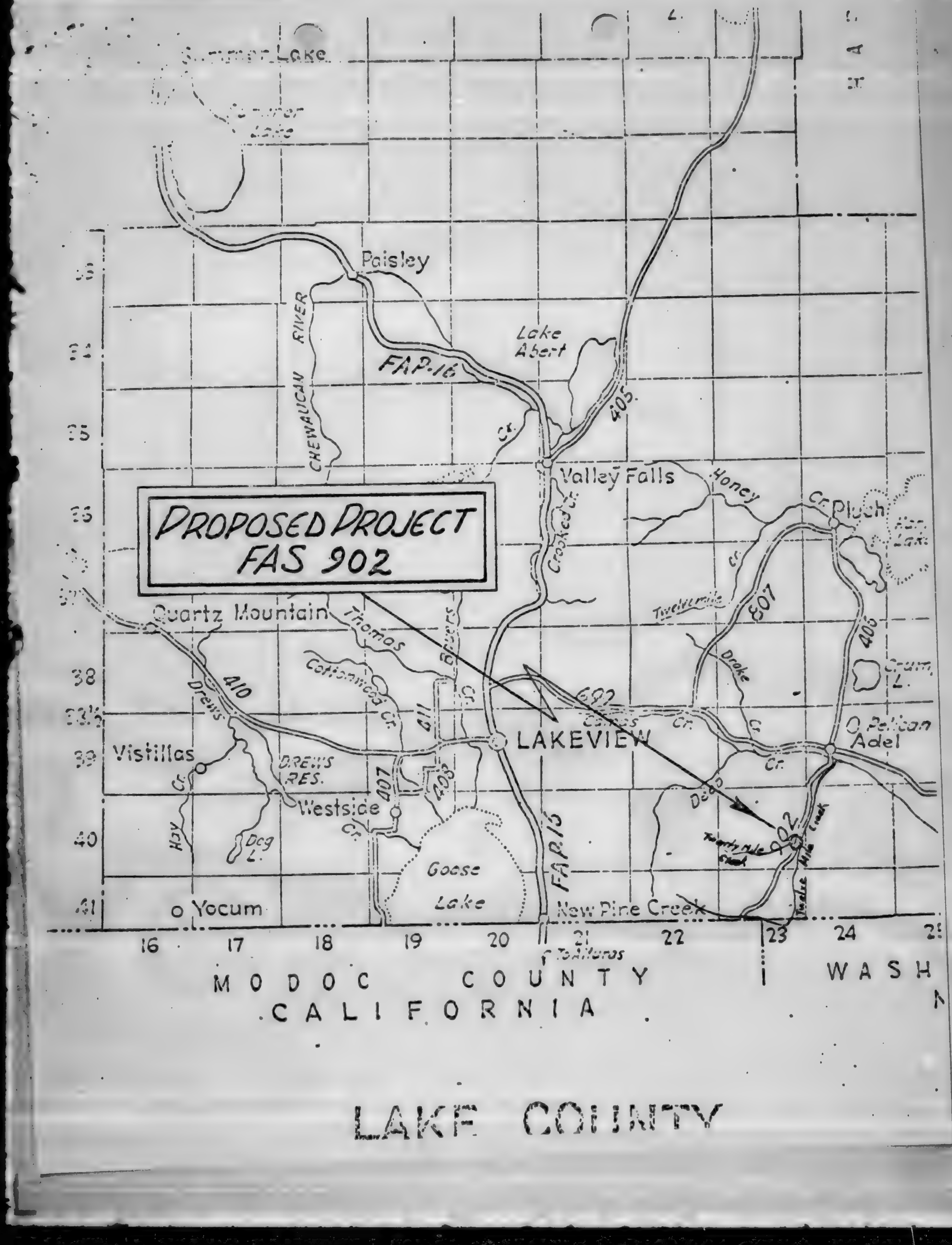
AGREEMENTS: Routine FAS-C project.

October 13, 1969
Attachment

cc: Oregon State Game Commission
Fish Commission of Oregon
Bureau of Public Roads (3)
J. F. Putnam (3)
Forrest Cooper
Tom Edwards
F.B. Klaboe
V.D. Wolfe
D.J. Barbee
F.B. Crandall
F.L. Hall
E.S. Hunter
Ivan Merchant (4)
D.H. Moehring (3)
F D. Morgan
L.H. Young
J.M. Cartwright (2)
R.N. Chase
H.S. Cox (2)
B.L. Gifford
W.N. Hackleman
V.J. Johnson
A.D. Olson
R.E. Olson
Jack Rowland
Robert Royer
C.G. Swenson W.H. Tebeau F.E. Terpin F.W. Yarbrough (2)

NOTED
FORREST COOPER

RECEIVED
OCT 14 1969
OFFICE OF
STATE HIGHWAY ENGINEER


Summer Lake
Summer Lake
Paisley
CHEWAUCAN RIVER
FAP-16
Lake Abert
405
Cr.
Valley Falls
Honey
Cr.
Pluch
Lake
PROPOSED PROJECT
FAS 902
Crooked Cr.
Quartz Mountain
Thomas
Cr.
Twelvemile
507
Drake
403
Crum
L.
Pelican
Adel
Cr.
Cr.
Cr.
Drews
410
Cottonwood Cr.
411
692
Cottonwood
Cr.
LAKEVIEW
Vistillas
Cr.
DREWS RES.
403
407
Dead
Cr.
Westside
Cr.
Hay
Dog L.
Goose Lake
FAR 15
New Pine Creek
Twelvemile Creek
Thomas Mile Creek
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MODOC COUNTY
CALIFORNIA
WASH

LAKE COUNTY

RECEIVED
SEP 25 1969
FOR FILING

5-575(1)
1457

September 25, 1969

Oregon State Highway Commission

Gentlemen:

Attached are tabulations describing seven Federal Aid Secondary projects: three in Clackamas County, one each in Lake and Tillamook Counties, and two in Wallowa County.

The first project requested by Clackamas County is for a traffic control signal on King Road (FAS 133), just east of the city of Milwaukie at the intersection with Linwood Avenue. The FAS funds required for this project are estimated to be $15,000 of which $3,000 will be the cost to the State.

The second project Clackamas County has requested is for the Harvey Way-Country Club Road Section of FAS 681. This is to be a four-lane curbed section and will extend from the recently completed Harvey Way-Madrona Street Section to Country Club Road. The FAS funds required for this project are estimated to be $400,000 of which $80,000 will be the cost to the State.

The other project requested by Clackamas County is on FAS 943 and is a 60-foot curbed section extending from the South Tigard Interchange to Boones Ferry Road. This is a new route with only a very small portion being over existing roadways and streets and will make a junction with the above-requested Harvey Way-Country Club Road Section. The FAS funds required for this project are estimated to be $625,000 of which $125,000 will be the cost to the State.

Lake County's requested project is for a bridge over Twenty Mile Creek on Twenty Mile Road (FAS 902). This route

goes south out of Adel into California. The FAS funds required for this project are estimated to be $25,000 of which $5,000 will be the cost to the State.

The request by Tillamook County is for a bridge over the Nestucca River on Blaine Road (FAS 613), just east of the community of Beaver. The FAS funds required for this project are estimated to be $200,000 of which $40,000 will be the cost to the State.

The two requested projects in Wallowa County are for two bridges over Bear Creek and are both just west of the city of Wallowa. One of the bridges is on Bear Creek Road (FAS 463), and the other is on Diamond Prairie Road (FAS 491). The total FAS funds required for these two bridges are estimated to be $105,000 of which $21,000 will be the cost to the State.

These projects will be on the agenda for the September 30 meeting and I recommend their approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
H. S. Cox
L. H. Young
V. E. Skoog

HR:mm sr

PROPOSED FISCAL YEARS 1969 & 1970 COUNTY FAS PROJECTS

County	FAS	Section & Description	Programmed Amount	FAS Funds
Clackamas	133	Intersection of King Road and Linnwood Avenue Section, King Road, 1.82 miles. Traffic control signal.	$ 15,000	1969
Clackamas	681	Harvey Way-Country Club Road Section, Boones Ferry Road, 1.82 miles. Grade, drain, base, curb, and pave.	400,000	1969
Clackamas	943	South Tigard Interchange-Boones Ferry Road Section, 1.4 miles. Grade, drain, base, curb, and pave.	625,000	1969
Lake	902	Twenty Mile Creek (Twenty Mile) Bridge Section, Twenty Mile Road. Structure.	25,000	1969
Tillamook	613	Nestucca River (Ollie Woods) Bridge Section, Blain Road. Structure.	200,000	1969
Wallowa	468	Bear Creek Bridge Section, Bear Creek Road. Structure.	60,000	1969
Wallowa	491	Bear Creek Bridge Section, Diamond Prairie Road. Structure.	45,000	1969
		Total	$1,370,000	

SUMMARY BY FISCAL YEARS	1969	1970	TOTAL
Allocated Funds	$3,969,000	$5,089,000	$9,058,000
Approved Funds (Corrected to date)	3,969,000	864,000	4,833,000
Unprogrammed Balance	$ --	$4,225,000	$4,225,000
Projects Proposed 9/30/69	--	1,370,000	1,370,000
Unprogrammed Balance.....	$ --	$2,855,000	$2,855,000

69-g
9/22/69

LAKE COUNTY
PROPOSED PROJECT (1969 Funds)

FAS 902 - Twenty Mile Road, Twenty Mile Creek (Twenty Mile)
Bridge Section; structure, $25,000.

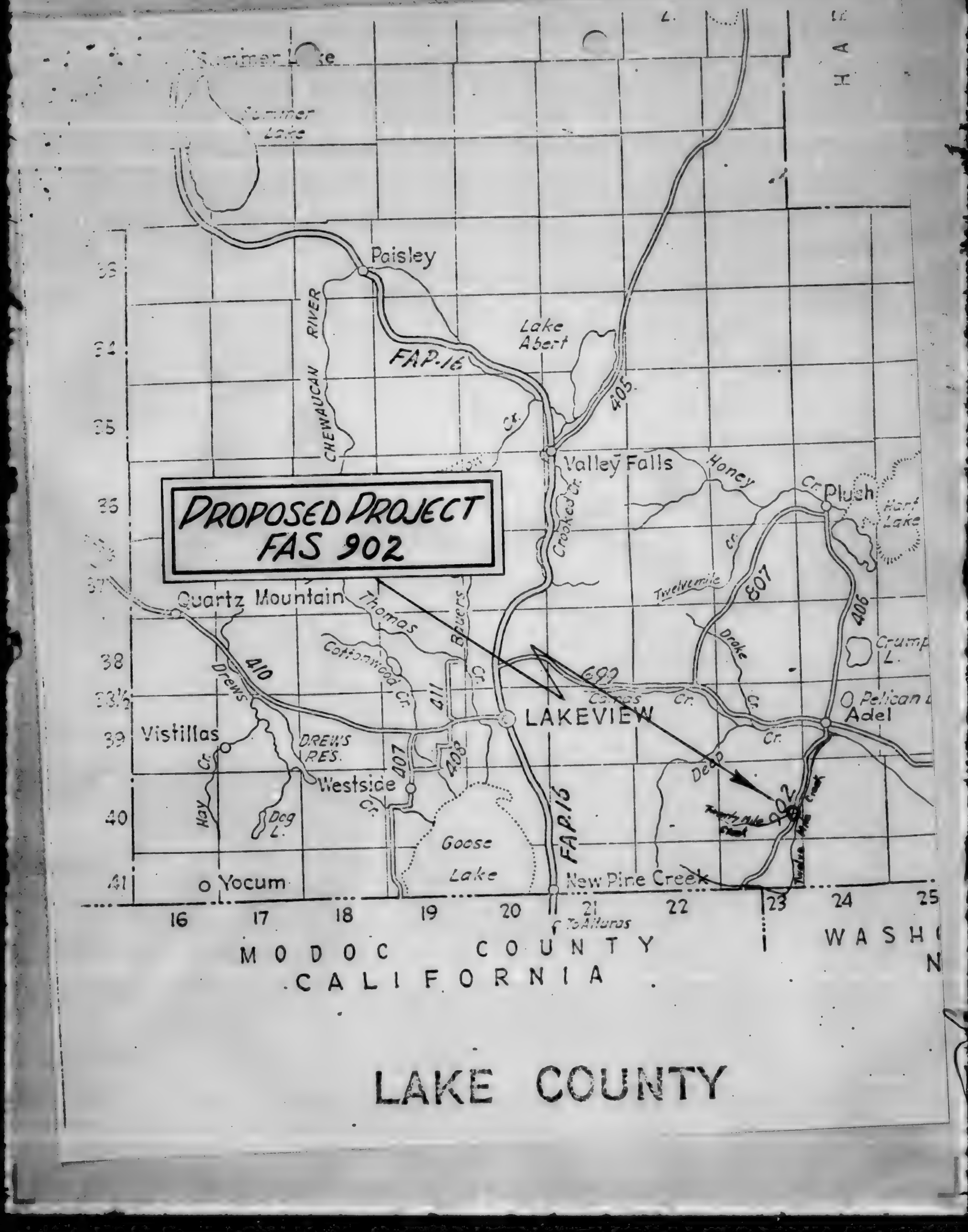
Construct a concrete bridge 32 feet in width, no sidewalks. County is going to improve 15 miles of this route to have a gravel top width of 32 feet.

State to make survey and plans and write the descriptions for additional right of way.

County will construct detour, also the approaches and connections to the new structure. County will place guard rail, and any necessary rip rap.

Hearing is necessary.

69-8
9/3/69


PROPOSED PROJECT
FAS 902
Summer Lake
Summer Lake
Paisley
CHEWAUCAN RIVER
FAP-16
Lake Abert
405
Valley Falls
Honey Cr.
Plush
Hart Lake
Crooked Cr.
Twelvemile Cr.
607
406
Crump L.
Quartz Mountain
Thomas
Cottonwood Cr.
Bowers Cr.
410
Drews
411
699
Drake
Pelican
Adel
LAKEVIEW
Vistillas
DREWS RES.
Westside
407
408
Hay Cr.
Dog L.
FAP 15
Goose Lake
New Pine Creek
To Alturas
Yocum
16
17
18
19
20
21
22
23
24
25
37
38
39
40
41
MODOC COUNTY
CALIFORNIA
LAKE COUNTY

Copy

RECEIVED
AUG 27 1969
ENGINEER
COUNTY & CITY DIVISION

COUNTY ROAD FAS-C PROJECT REQUEST

Name of County Lake FAS No. 902 Date Aug. 15, 1969
County Road Name 20 Mile
Section Name Length 15 Mi.
Type of Project Bridge
Location of Project (Attach sketch map)
ADT Road Class (Highway Standard)

Is this request for county bridge design only? Yes _____ No XX

I. ROAD PROJECT DATA

1. Traveled Surface: Type Gravel Width 24' feet

2. Shoulders: Type Gravel Width 4'
(NOTE: Oiled or paved shoulders required on all Class E or higher projects.)

3. Grading & Drainage:
By County XX County Date of Completion _____ By Contract ____

4. Bottom Base Course:
By County ____ County Date of Completion _____ By Contract ____
Has base design been given to County? Yes ____ No ____
Will it be furnished? Yes ____ No ____

5. Leveling Course:
By County ____ County Date of Completion _____ By Contract ____

6. Binder Course:
By County ____ County Date of Completion _____ By Contract ____

7. Traveled Surface & Shoulders:
By County ____ County Date of Completion _____ By Contract ____

8. Clearing:
By County ____ County Date of Completion _____ By Contract ____

9. Curbs:
Curbs Required? Yes ____ No ____
Type Desired (rolled, exposure, monolithic, special county standard, etc.)
Width between Curbs

10. Are A.C. footpaths behind curbs desired? Yes ____ No ____

11. Are there any structures to be replaced or altered? Yes ____ No ____

12. Will replacement be by: County _____ Contract _____
(NOTE: If by contract, fill out bridge project data on pages 2, 3, and 4)

13. Will County adjust structure to new grade? Yes X No ____

14. Will County adjust structure to additional width? Yes X No ____

15. Will adjusted width be standard? Yes X No ____
(NOTE: Standard width of structure is traveled way plus full shoulders or 32', whichever is greater. If structure is of substandard width, County must sign same to satisfaction of Bureau of Public Roads.)

16. Does County wish rounding of cutbanks? Yes ____ No X

17. Does County wish sight posts installed? Yes ____ No X

18. Does County wish guard rail installed? Yes ____ No X

19. Does County wish seeding and mulching incorporated into job?
Yes ____ No ____

20. Will traffic signals be required? Yes ____ No ____
If yes, give location and type: _____

21. Is project contingent upon other factors? Yes ____ No ____
(Such as construction and timing, cooperative project by County, tie-in with outside projects, etc.)

If yes, explain: _____

Remarks re Section I: _____

II. BRIDGE PROJECT DATA

1. Name of river or stream 20 Mile

2. Name of bridge 20 Mile Bridge

3. Location (please attach map with location marked): _____
Section ____ Township _____ Range _____ W.M.

4. Desired width of bridge 32'
(NOTE: Standard width of FAS structure is traveled way plus full shoulders or 32', whichever is greater.)

5. Are sidewalks desired? Yes ____ No X
Upstream _____ Downstream _____ Width _____

6. Does County wish a particular type of bridge design? Yes ____ No ____
(Such as concrete, steel, or timber structure; concrete, steel, or timber piling; etc. To be decided later, after survey.

7. Will County furnish any materials for bridge? Yes ____ No ____
Explain Optional

8. Foundation Testing: By County? Yes ____ No X
By State? Yes X No ____

9. Can road be closed during construction? Yes X No ____

10. Detour: Required? Yes X No ____
By County? Yes X No ____
By Contractor? Yes ____ No ____

11. Approaches or Connections: By County? Yes X No ____
By Contractor? Yes ____ No ____
Traveled surface: Type Gravel Width 28'
Shoulders: Type gravel Width 4'
(NOTE: Approach fills for pile bent structures must be in place prior to bridge construction.)

12. Guard Rail: Desired on approaches or connections: Yes ____ No X
Right side only? Yes ____ No ____
Both sides? Yes ____ No ____
(NOTE: Safety standards require that guard rails be attached to and extend continuously from structure railings. Also, County's approach work must be completed immediately so as not to hinder the contractor's guard rail installation or otherwise delay contract completion.)

13. Existing Structure: Remain in place? Yes ____ No X
Use for detour? Yes X No ____
Removed by County? Yes X No ____
Removed by Contractor? Yes ____ No ____
Salvaged by Contractor for County? Yes ____ No ____
(NOTE: If existing bridge salvaged by Contractor for County, County must pay 100% of salvage value of structure.)

14. If riprap or rock blanket required, to be:
By County? Yes X No ____
By Contractor? Yes ____ No ____

15. Will any of the following utilities be attached to this structure?

a. Water mains: Yes ____ No ____ Size _____
Company _____

b. Sanitary sewer mains: Yes ____ No ____ Size _____
Company _____

c. Storm sewer: Yes ____ No ____ Size _____
Company _____

d. Gas mains : Yes ____ No ____ Size _____
Company _____

e. Power lines: Yes ____ No ____
Company _____

f. Telephone lines: Yes ____ No ____
Company _____

g. Other Utilities: _____

16. Does County wish provisions made for future utility attachment to structure? Yes ____ No X

17. Does County wish lightpost bases & conduit installed? Yes ____ No X

18. Does County wish complete job of illumination in project? Yes ____ No X

19. Is project contingent upon other factors? Yes ____ No X
(Such as construction and timing, cooperative project by County, tie-in with outside projects, etc.)
If yes, explain: _____

Remarks re Section II: _____

III. SURVEY DATA

1. Survey, including bridge and railroad vicinity maps, to be done:
By State? Yes X No ____
By County? Yes ____ No ____
(NOTE: If project is canceled, County must pay for survey.)

2. Does County have any survey data? Yes ____ No X

3. Construction plans and specifications to be prepared:
By State? Yes X No ____
By County? Yes ____ No ____

Remarks re Section III: _____

IV. RIGHT-OF-WAY & UTILITIES DATA

1. What is width of existing right-of-way? Maximum _____ Minimum _____

2. Is any additional right-of-way needed? Yes X No ____

3. Will right-of-way be acquired by: Resolution X and Deed ____

4. Should State prepare options? Yes ____ No X

5. Should State prepare centerline descriptions for acquiring right-of-way by resolution? Yes X No ____

6. Should material source site be included in right-of-way descriptions? Yes ____ No X

7. Is there any merchantable timber on right of way? Yes ____ No X

8. Will timber be reserved for owner? Yes ____ No X

9. Will timber become property of contractor? Yes ____ No X

10. Is a hearing necessary? Yes ____ No X
(NOTE: If right-of-way is procured, if function of roadway is changed, an opportunity for a hearing must be afforded.)

11. Are there any utilities (electric, water, gas, sewer, etc.,) on private land? Yes ____ No X
If yes, give type and name of utility company: _____

12. Are there any utilities (electric, water, gas, sewer, etc.) on existing right-of-way? Yes ____ No X
If yes, give type and name of utility company: _____

13. Are utilities on existing right-of-way by permit ____ or by franchise ____
(NOTE: County must move all utilities located on present right-of-way.)

14. Are there any irrigation facilities: Yes ____ No ____
If yes, give name of irrigation company or district _____ and dates between which water can be turned off: From _____ To _____

15. Are there any railroad crossings? Yes ____ No ____

16. Name of Railroad _____

17. Number of tracks: Mainline _____ Siding _____ Total _____

18. Sight Distance: _____ (Left) _____ (Right)

19. Number of Trains: Passenger _____ Speed _____
Freight _____ Speed _____

20. Angle of Intersection: _____

21. Type of Existing Crossing: Grade ____
Overcrossing ____
Undercrossing ____

22. Existing Protection:
Advance warning signs ____ Automatic flashing ____ Stop signs ____
Crossbucks ____ Automatic bell ____ Gates ____

23. Proposed Protection: _____
_____

24. Are there to be stopping lanes for buses and trucks, etc.
Yes ____ No ____

25. Will railroad crossing be altered? Yes ____ No ____
If yes, specify: _____

26. Traffic Control Signing:
To be part of project? Yes ____ No ____
By County? Yes ____ No ____
By State at County expense? Yes ____ No ____
(NOTE: These signs must be in place prior to acceptance.)

27. Striping:
To be part of project? Yes ____ No ____
By County? Yes ____ No ____
By State at County expense? Yes ____ No ____
(NOTE: Striping must be completed prior to acceptance.)

28. Does County wish State to prepare P.U.C. hearing data? Yes ____ No ____

29. Will P.U.C. application be made by State ____, or County ____?
(NOTE: County must plead or argue its own case at all P.U.C. hearings.)

30. Will there be any displaced persons from farms, homes, or businesses requiring relocation assistance? Yes ____ No ____
(NOTE: No property owner shall be required to move from his home, farm, or business without at least 90 days' written notice prior to the intended vacation date.)

Remarks re Section IV _____
_____
_____
_____

V. MATERIAL SOURCES DATA

1. Gravel _____ Quarry _____ Cinders _____

2. Owner: County ____ State ____ Private ____ Other ____

3. Location: _____ Section____ Township_____ Range _____ W.M.

4. If County lease, what are royalty payments? _____

5. Materials furnished by County: Borrow ____ Select Topping ____
Base Course ____ Level Course ____ Mineral Aggregates ____
Location _____
Miscellaneous Items: _____

Remarks re Section V _____

VI. FINANCIAL DATA

1. Estimated Cost: $ _____

2. Available FAS Funds: $ _____

3. Date match money is available: _____

4. Will there be any 100% County money? Yes ____ No X

5. Maximum amount of 100% County money available: $_____

6. Date County requests letting: _____

Remarks re Section VI _____

UNUSUAL OR COMPLICATED CIRCUMSTANCES: _____

This application is not complete without an attached exhibit showing location of project.

By _____
County Judge or Comm. Chairman

By _____
County Commissioner

By _____
County Commissioner

By _____
County Engineer or Roadmaster

O.S.H.D. Field Engineer

Date Aug 27 1969

County _____

Date _____

69-a, FAS-C

19-3251 Lakeview Sand Shed on the Klamath Falls-Lakeview Hwy. at Lakeview 1970

#7458

RECEIVED
JAN 14 1971

FOR [illegible]
19-3251
7458

January 13, 1971

United Pacific Insurance Co.
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

Contract No. 7458 awarded to E. E. Steinlicht for the Lakeview Sand Shed on the Klamath Falls-Lakeview Highway in Lake County was completed on November 5, 1970, and accepted by the Highway Commission on January 11, 1971.

Final payment in the amount of $903 will be released to the contractor after January 20, 1971. The total contract amount is $18,141.56 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Emery, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Reed, Assistant Secretary

fhn
cc E. E. Steinlicht
P. O. Box 1070
Bend, Oregon 97701
Frank Morgan
Ivan Merchant
V. E. Skoog
Attn: John Herr
J. F. Putnam

RECEIVED
JAN 13 1971
FOR FILING

19-325
7458

January 11, 1971

Oregon State Highway Commission

Gentlemen:

Work was completed November 5, 1970 on Contract No. 7458, The contract was with E. E. Steinlicht and was for a sand shed on the Lakeview Sand Shed Section of the Klamath Falls-Lakeview Highway in Lake County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective January 11, 1971 and that you concur in this procedure at the Commission meeting on February 16, 1971.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Floyd Query
Tom Edwards
A. E. Johnson
Victor D. Wolfe
F. D. Morgan
I. D. Merchant
V. E. Skoog
L. H. Young
J. F. Putnam

VG:fw

19-3251
7458

FORM C-1 (REV. 12-66)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Lakeview Sand Shed	WEEK ENDING: December 26, 1970	SECTION PREFIX: 19-3251
HIGHWAY: Klamath Falls-Lakeview	COUNTY: Lake	
NAME OF JOB: Lakeview Sand Shed	KIND OF WORK: Sand Shed	
CONTRACTOR: E. E. Steinlicht	CONTRACT NUMBER: 7458	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: August 18, 1970	DATE WORK STARTED: September 14, 1970	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: - SUPERVISION: -	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 75	CALENDAR DAYS USED 75
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 100%
PROJECT AUTHORIZATION: $ 20,678.70		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100%
EXCLUSIVE OF ENGINEERING: $ 18,872.70	ENGINEERING AUTHORIZATION $ 1,806.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION Inclusive Engr. 97%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 18,141.56	ENGINEERING COST TO DATE $ 1960.00	DATE PROJECT WAS COMPLETED:
ESTIMATED PERCENT: OVERRUN / UNDERRUN . . . . . 3.9 %	PERCENT OF AUTHORIZATION . . . . . 107 %	November 5, 1970

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

Routing

Morgan
Decker
Bond
Walker
Boehme
Johnsen

Puaio
Swan
Glenn
Litchfield
Gallagher
Stein

RECEIVED
DEC 23 1970
CONSTRUCTION
DIVISION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY Dec. 23, 1970	Semi-final submitted on this day.
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

cc: Bridge (2)
Const. (1)
Div. (1)
File (1)

SIGNED H. D. Krebbiel LOCATION Klamath Falls

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP°F216

RECEIVED
SEP 16 1970

19-3251
7458

September 16, 1970

Mr. E. E. Steinlicht
P. O. Box 1070
Bend, Oregon 97701

Dear Mr. Steinlicht:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7458 for the Lakeview Sand Shed on the Klamath Falls-Lakeview Highway in Lake County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cr
Enclosure

cc United Pacific Ins. Co.
415 S. W. 10th Ave.
Portland, Oregon 97205

United Pacific Ins. Co.
P. O. Box 1216
Tacoma, Washington 98401

Frank Morgan
Ivan Merchant
J. F. Putnam
H. D. Krehbiel

RECEIVED
SEP 1 - 1970
FOR FILING
19-3251
7458

September 1, 1970

Mr. E. E. Steinlicht
P. O. Box 1070
Bend, Oregon 97701

Dear Mr. Steinlicht:

Enclosed are three copies of Contract No. 7458 for $18,060 awarded to you by the State Highway Commission on August 18, 1970. This contract is for the Lakeview Sand Shed on the Klamath Falls-Lakeview Highway in Lake County.

Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin September 14, 1970.

Very truly yours,

Floyd Emery, Secretary
OREGON STATE HIGHWAY COMMISSION

cr
Enclosures

bc: F. D. Morgan
I. D. Merchant
J. F. Putnam
H. D. Krehbiel

RECEIVED
AUG 25 1970

FOR FILING
19-3251
7458

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 24, 1970

SUBJECT: Lakeview Sand Shed

To:
A. E. Johnson
Asst. State Highway Engineer

B u i l d i n g

The subject sand shed was budgeted in the maintenance program for this fiscal year for $36,800. This budget was based upon a sand shed 60' x 128'.

When the sand shed was designed and prepared for bid the engineers' estimate was in excess of the $36,800. Mr. Edwards requested that the sand shed be reduced to 60' x 96'. This revised sand shed provided for an engineers' estimate of $28,980.

The sand shed has now been awarded at a cost of $18,060. With a 20% factor for engineering and contingencies this would provide for a total cost of $21,672.

I have approved negotiations with the contractor involved to extend the sand shed to the original size of 60' x 128'. The contractor has agreed to do this for $5,902 as shown below, which would provide for a total contract cost of $23,962. With the 20% for engineering and contingencies, this would provide for a total expenditure of $28,754, which is well below the budgeted item of $36,800. The breakdown of the contractor's bid is as follows:

	Existing Contract			Additional Price Agreement		
Bid Item	Quantity	Unit Cost	Total	Quantity	Unit Cost	Total
Piles	700	$ 2.00	$ 1,400	200	$ 2.00	$ 400
Driving Piles	28	38.00	1,064	8	38.00	304
Building	Lump Sum		15,596	Lump Sum		5,198
TOTAL CONTRACT			$18,060			$ 5,902

A comparison of the oroginal total contract price versus the square footage would indicate a sq. ft. cost of $3.14. The contractor has agreed to add the extension to this original building at the sq. ft. cost of $3.07.

8-24-70
no! stay with bid size

orig. returned to Boehman 8-25-70

One of the stipulations the contractor has requested is a 15-day additional time limit to provide for a total of 90 days, which is acceptable.

I request your concurrence in proceeding with the initiation of this price agreement which will require additional authorization to provide for the budgeted sand shed within the budgeted expenditures. In order to provide for the contractor ordering material to start the building, I would appreciate your early attention to this request.

Robert N. Bothman
Maintenance Engineer

RNB:mp

RECEIVED
AUG 24 1970
FOR FILING

19-3251

7458

August 19, 1970

R. E. Steinlicht
P. O. Box 1070
Bend, Oregon 97701

Dear Mr. Steinlicht:

The State Highway Commission on August 18, 1970, awarded to you State Highway Contract No. 7458 in the amount of $18,060 for the Lakeview Sand Shed in Lake County.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Read, Assistant Secretary

fkm
cc Frank Morgan
I. D. Merchant
J. F. Putnam
H. D. Krehbiel
Wm. Geibel (SAIF)

7459 Pac. Hwy. W. & Roosevelt Blvd. & Prairie Rd Inters. (Channel. & Traf. Sig.)#2

OREGON STATE HIGHWAY DIVISION

Form A-191—(7-68)
SP*82423-734

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to:
City of Eugene
City Hall
Eugene, Oregon 97401
Attention of Mr. Charles T. Henry, Manager

Request No. (assigned by staff engineer or head of division) CC 1485
Date June 4, 1975
Payer's Order No. (if any)
Department Order No. (if any) (Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

FINAL BILLING: Topics Project T-5010 (1) and (2)
Pacific Hwy. W. at Roosevelt Blvd. and Prairie Rd.
City of Eugene

Covered by agreement dated 3/17/70
Contract No. 7459

Itemized Statement: CLR-DT File No. 501002 Advance Deposit $82,900.00

Quantity	Unit	Description	Unit Price	Amount
		Advance Deposit	$82,900.00	
		Amount Previously Transferred	65,000.00	
				$17,900.00
		City's Cost Per Attached Sheet	$75,162.34	
		Less Amount Previously Transferred	65,000.00	
				10,162.34
		REFUND DUE CITY		$7,737.66

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Department to guarantee payment, indicate the amount of the deposit. $82,900.00

Is this a partial or final request for billing? Final

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $65,000.00

Give the number of the last previous request in connection with this same service. CC 1222

Credit distribution:
20-0602-299 $10,162.34

Submitted by:
Gary E. Zehner
Gary E. Zehner, Urban Program Engineer

Approved:
Division Engineer

Approved:
☐ ENGR. ☐ ASST. ☐ DE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE
Department Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the division engineer to the staff engineer or division head. Staff engineer or division head will forward original copy to the Accounting Division. Additional copies may be prepared for and retained by the division office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Division.

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS **DATE:** June 4, 1975

CITY Eugene **Contract No.** 7459 **Date Completed** 9/14/71

PROJECT # T-5010 (1)(2) **Section** Pacific Hwy. W. at Roosevelt Blvd. & Prairie Rd.

PAYMENTS TO CONTRACTOR

ITEM		TOTAL COST
Payments to Contractor		$197,814.85
SFO #2 Work by Oregon Elec. Railroad		15,483.54
Construction Engineering		2,323.60
Utility Audit Expense		140.16
TOTAL PROJECT COST		$215,762.15
Federal Aid Funds Collected		109,151.35
BALANCE		$106,610.80
Items in which FHWA did not participate:		
Sanitary Sewer (100% City)	$43,561.95	
Construction Engineering	151.94	$43,713.89
Amount to be shared by state & city		$62,896.91
City share per agreement dated 3/17/70:		
50% of $62,896.91		$31,448.45
100% of non-participating items		43,713.89
		$75,162.34
City's advance deposit - 8/18/70		82,900.00
BALANCE TO BE REFUNDED TO CITY		$7,737.66

Reference: Billing Form CC 1485

(MEMORANDUM)

Final Voucher

APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

(PPM 30-6)

D.O. VOUCHER NO.

VOUCHER NO.

APPROPRIATION

SCHEDULE NO.

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*

Treasurer of the State of Oregon

PAID BY

ADDRESS

Capitol Building, Salem, Oregon

(For use of Paying Office)

STATE: Oregon

FEDERAL AID PROJECT NO.: F-5010(1) EUGENE

VOUCHER PERIOD: FROM 5-6-70 TO 4-2-73

FOR PRO-RATA SHARE OF THE UNITED STATES FOR COSTS INCURRED UNDER THE PROJECT AGREEMENT FOR THE ABOVE-MENTIONED PROJECT, AS FOLLOWS:

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED	APPROVED FOR PAYMENT *(Payee must not use this column)*
$102,724.31	$102,646.37	63.59%	$65,272.83	$65,272.83	$0.00	

RECEIVED DIVISION OFFICE
BY DATE

FIELD AUDIT MADE
BY DATE

PASSED FOR PAYMENT
BY DATE

REMARKS

Oregon

$0.00

V.E. Skoog, Fiscal Officer, ORDOT

FORM PR-20A (REV. 6-71) EXISTING STOCK WILL BE USED

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	PACIFIC HIGHWAY WEST AND ROOSEVELT BLVD.					
	LANE COUNTY					
	Construction					
	Type Code 6201					
	Roadway ("KW" Line Sta. 5+30 thru EO 0+00 on KE Line to Sta. 5+20) (Contra 7459)					
	Final Contract Payment Summary		Lump Sum		$102,304.55	
			Total Construction Cost		$102,304.55	
	Construction Engineering					
	State		All Required		$874.82	
	Liquidated Damages					
	Final Contract Payment Summary		Lump Sum		$(533.00)	
			Total Participating Cost		$102,646.37	
	Nonparticipating Items					
	Construction Engineering		All Required		$77.94	
			Total Nonparticipating Cost		$77.94	
			Total Cost		$102,724.31	

AMOUNT CARRIED FORWARD.....

GPO 914-021

PROVED (-71)

VOUCHER
FEDERAL

MAY 18, 1965
APPROVED BY
FOR THE COMMISSIONER

(MEMORANDUM) Final Voucher

U.S. DEPARTMENT OF TRANSPORTATIO
FEDERAL HIGHWAY ADMINISTRATION

D.O.D. VOUCHER NO.

VOUCHER NO.

SCHEDULE NO.

WORK PERFORMED UNDER PROVISIONS OF THE ID AND FEDERAL HIGHWAY ACTS, AS AMENDED

(PPM 30-6)

THE UNITED STATES, OR., TO (Insert official or depositary named in project agreement)

Treasurer of the State of Oregon

ADDRESS

Capitol Building
Salem, OR 97310

PAID BY

(For use of Paying Office)

STATE Oregon

FEDERAL AID PROJECT NO. T-5010 (2) EUGENE

VOUCHER PERIOD: FROM 5-6-70 TO 4-2-73

FOR PRO-RATA SHARE OF THE UNITED STATES FOR COSTS INCURRED UNDER THE PROJECT AGREEMENT FOR THE ABOVE-MENTIONED PROJECT, AS FOLLOWS:

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED	APPROVED FOR PAYMENT (Payee must not use this column)
$69,107.56	$68,937.19	63.65%	$43,878.52	$43,878.52	$0.00	

RECEIVED DIVISION OFFICE	FIELD AUDIT MADE	PASSED FOR PAYMENT
BY DATE	BY DATE	BY DATE

REMARKS

Oregon

V.E. Skoog
Controller

$0.00

FORM FR-20A (REV. 6-71) EXISTING STOCK WILL BE USED

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	Pacific Highway West and Prairie Road					
	Lane County					
	Construction					
	Type Code 6201					
	Roadway ("M" Sta. 6+00 to Sta. 1+25.84)("S" Sta. 0+00 to Sta. 4+00)(contr. 7458)					
	Final Contract Payment Summary		Lump Sum		$52,988.35	
SFO	#2 Work by Oregon Elec. Railway		All Required		15,483.54	
			Total Construction Cost		$68,471.89	
	Construction Engineering					
	State		All Required		$ 832.14	
	Liquidated Damages					
	Final Contract Payment Summary		Lump Sum		(507.00)	
	Miscellaneous Project Costs					
	Utility Audit Expense		All Required		$ 140.16	
			Total Participating Cost		$68,937.19	
	Nonparticipating Items					
	Final Contract Payment Summary		Lump Sum		$ 96.37	
	Construction Engineering		All Required		74.00	
			Total Nonparticipating Cost		$ 170.37	
			Total Cost		$69,107.56	

AMOUNT CARRIED FORWARD.....

VOUCHER FOR FEDERAL ... GENERAL APPROPRIATION THE UNITED STATES.

GPO 914-021

ROOSEVELT & PRAIRIE RD-EUGENE CONT NO 7459 & FA PROJ NOS T 510002 39 T 510001 41

020	0602	201	00	P	0		137,517.31
020	0602	201	00	P	1		9,640.70
020	0602	201	00	P	2		8,134.89
020	0602	201	00	N	1		96.37
020	0602	201	00		0		43,725.58
020	0602	203	00	P	1		507.00
020	0602	203	00	P	2		533.00
020	0602	203	00	N	9		260.00
020	0602	204	00	N	9		9,878.06
020	0602	204	00		0		9,878.06CR
020	0602	285	02	P	1	15,483.54	15,483.54
020	0602	285	02	N	1	15,483.54CR	
020	0602	296	00	N	9	64.56CR	21,100.60CR
020	0602	296	00		0		153,063.75CR
020	0602	298	00	N	9	64.56	21,100.60
020	0602	298	00		0		88,000.75
020	0602	299	00		0		66,000.00
020	0602	900	00	P	0		1,070.63
020	0602	900	00	P	1		305.62
020	0602	900	00	P	2		321.30
020	0602	900	00	N	1		20.72
020	0602	900	00	N	2		21.81
020	0602	900	00	N	9		167.32
020	0602	900	00		0		404.44
020	0602	901	00	P	1		4.59
020	0602	901	00	P	2		4.82
020	0602	901	00	N	9		2.35
020	0602	915	00	P	1		140.16
		TOT	00				172,839.90
		TOT	P1			15,483.54	25,067.61
		TOT	P2				7,928.01
		TOT	N1			15,483.54CR	117.09
		TOT	N2				21.81
		TOT	N9				5,787.94
		** JOB TOTALS **				**	** 215,762.15

CHENEY RD-1 ST /SPRINGFIELD/ CONT NO 7601 FA PROJ NOS T 510003 100

020	0603	201	00	P	1		149,030.09
020	0603	201	00	N	1		116.75
020	0603	203	00	P	1		600.00CR
020	0603	239	01	N	1		187.72
020	0603	296	00	N	9	97.38CR	103,298.49CR
020	0603	298	00	N	9	97.38	103,298.49
020	0603	900	00	P	1		13,517.79
020	0603	900	00	N	1		130.08
020	0603	901	00	P	1		25.50
020	0603	901	00	N	1		1.58
020	0603	911	00	P	1		318.04
		TOT	P1				162,291.42
		TOT	N1				436.13

OREGON STATE HIGHWAY DIVISION

CONTRACT PAYMENT VOUCHER

FORM A-20 REV. 8-63

COUNTY: LANE

CONTRACT NO.: 7459

ESTIMATE NO.: 10

HIGHWAY: CITY STREETS

FEDERAL AID PROJECT NO.: T 5010001 / T 5010002

SECTION: INTS PAC HWY W-ROOSEVELT -PRAIRIE RD

NO.	ITEMS		UNITS	UNIT PRICE	QUANTITY TO DAT
0.1	1P TEMPORARY PR TIO DIRECT OF TRAFF		LUMP SUM	12000.0000	40.
0.1	2P TEMPORARY PR TIO DIRECT OF TRAFF		LUMP SUM	12000.0000	60.
0.2	1P REMOVAL OF ST UC UR AND OBSTRUCTIONS		LUMP SUM	5000.0000	40.
0.2	2P REMOVAL OF ST UC UR AND OBSTRUCTIONS		LUMP SUM	5000.0000	60.
0.3	1P GENERAL EXCAVATI		LUMP SUM	12000.0000	40.
0.3	2P GENERAL EXCAVATIO		LUMP SUM	12000.0000	60.
0.4	1P COARSE AGGREGATE B E		CU YDS	3.2500	379.
0.4	2P COARSE AGGREGATE B E		CU YDS	4.0000	45.
0.5	1P 3/4IN-0 AGGREGATE B E		CU YDS	4.0000	246.
0.5	2P 3/4IN-0 AGGREGATE B E		TONS	7.2500	3,134.
0.6	1P CLASS B ASPHALT CONCRE		TONS	7.2500	4,855.
0.6	2P CLASS B ASPHALT CONCRE		LIN FT	5.0000	120.
0.7	2P 10-INCH CULVERT PIPE		LIN FT	7.0000	511.
0.8	2P 12-INCH CULVERT PIPE		LIN FT	6.5000	72.
0.9	9N 6-INCH SEWER PIPE	PA	LIN FT	10.9500	568.
0.10	9N 8-INCH SEWER PIPE		LIN FT	36.5000	750.
11	9N 4P-INCH SLOTS PIPE		ONLY	75.0000	5.
12	2P SPECIAL PIPE CONNECTIO		LIN FT	52.0000	60.
13	9N INSTALLING PIPE UNDER	RAILROAD	ONLY	450.0000	3.
14	2P CONCRETE MANHOLES	PA 3 /	ONLY	450.0000	5.
14	9N CONCRETE MANHOLES	PA 3 /	ONLY	220.0000	6.
0.15	2P CONCRETE INLETS TYPE CG 1		LIN FT	6.0000	52.
0.16	1P GUARD RAIL TYPE I		LIN FT	2.4500	1,438.
0.17	2P CONCRETE CURBS	PA 7 /	CU YDS	65.0000	32.
0.18	1P CONCRETE ISLANDS		ONLY	300.0000	2.
0.19	1P EXTRA FOR ASPHALT	APPROACHES	ONLY	300.0000	11.
0.19	2P EXTRA FOR ASPHALT	APPROACHES	ONLY	50.0000	2.
0.20	2P ADJUSTING MANHOLES		LUMP SUM	28600.0000	100.
0.21	2P TRAF SIG INST PAC HWY	AT RSVLT BLVD	LUMP SUM	14600.0000	100.
0.22	1P TRAF SIG INST PAC HWY W	-T PRAIRIE RD			

PRICE AGREEMENT ITEMS

DATE: 11 72 90. 01 7 59

PREVIOUS VOUCHER NO.: 16741

CHECKED BY: CP/sk

ENGINEER OR AUDITOR: F. J. Teitzel

TOTAL CONTRACT ITEM

% RETAINED ON CONTRACT ITEM

FORCE ACCOUN

TOTAL PAYMENT

CONTRACT NO.	ESTIMATE NO.	CHEK'A NO'S.
7459	10 Final	

FEDERAL AID PROJECT NO.
T 5010001
T 5010002

OOSEVELT -PRAIRIE RD

UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
MP SUM	12000.0000	40.000	4800.00	4800.00	
MP SUM	12000.0000	60.000	7200.00	7200.00	
MP SUM	5000.0000	40.000	2000.00	2000.00	
MP SUM	5000.0000	60.000	3000.00	3000.00	
MP SUM	12000.0000	40.000	4800.00	4800.00	
MP SUM	12000.0000	60.000	7200.00	7200.00	
YDS	3.2500	379.500	1233.38	1233.38	
YDS	4.0000	45.000	180.00	180.00	
YDS	4.0000	246.100	984.40	943.60	40.80
	7.2500	3,134.820	22727.45	22727.45	
	7.2500	4,855.330	35201.14	35087.83	113.31
FT	5.0000	120.000	600.00	600.00	
N FT	7.0000	511.000	3577.00	3577.00	
N FT	6.5000	72.000	468.00	468.00	
N FT	10.9500	568.000	6219.60	6219.60	
N FT	36.5000	750.000	27375.00	27375.00	
LY	75.0000	5.000	375.00	375.00	
N FT	52.0000	60.000	3120.00	3120.00	
LY	450.0000	3.000	1350.00	1350.00	
LY	450.0000	5.000	2250.00	2250.00	
LY	220.0000	6.000	1320.00	1320.00	
N FT	6.0000	52.000	312.00	312.00	
N FT	2.4500	1,438.000	3523.10	3523.10	
YDS	65.0000	32.200	2093.00	2093.00	
LY	300.0000	2.000	600.00	600.00	
LY	300.0000	11.000	3300.00	3300.00	
LY	50.0000	2.000	100.00	100.00	
UMP SUM	28600.0000	100.000	28600.00	28600.00	
UMP SUM	14600.0000	100.000	14600.00	14600.00	

TOTAL CONTRACT ITEMS			
% RETAINED ON CONTRACT ITEMS			
FORCE ACCOUNT			
TOTAL PAYMENTS			

OREGON STATE HIGHWAY DIVISION

CONTRACT PAYMENT VOUCHER

FORM A-20 (REV. 6-63) ®

COUNTY

CONTRACT NO. 7459 | 10

HIGHWAY

FEDERAL AID PROJECT NO.

SECTION

NO.	ITEMS		UNITS	UNIT PRICE	QUANTITY TO
30101	1P CUT IN EXISTING MANHOLE 94004		LUMP SUM	50.0000	100
30102	1P MOVING SANITARY LINES	STATE CR	LUMP SUM	187.5000-	100
30201	2P TRENCH BACKFILL		CU YD	1.7500	216
30201	1P TRENCH BACKFILL		CU YD	1.7500	2,531
30401	2P RELAY 6IN SANITARY SERV	LINE 94005 & 6	LIN FT	6.5000	105
30501	2P LOWER & SEAL CLEANOUTS		EACH	30.0000	2
30601	2P REV DRAINAGE		LUMP SUM	450.0000	100
30701	1P FURN & PLACE IMPORTED	LOAM	CU YD	3.0000	130
30801	2P FURN & PLACT IMPORTED	LOAM	CU YD	3.0000	20
31101	2P CURB REMOVAL			1.5000	101
31102	2P CURB REPLACEMENT			2.4500	101
	ADJUSTMENT ITEMS				
90001	P LIQUIDATED DAMAGES		DAY	100.0000-	13
	FORCE ACCOUNT ITEMS				
00101	1P FLAGGING 9-CKL				
00101	2P FLAGGING 94CKL				
00102	2P EXC S.FT SPLTS IN AC				
00103	2P EXC S.FT SPLTS IN AC				
00104	1P IMPROVE PRIVATE DRIVE				

Gr No	Type Code	P" Constr Cost	N" Constr.
1	6201	$ 52,988.35 ✓	$ 96.
2	6201	102,304.55 ✓	—
9	6201	—	43,725.
	Totals	$155,292.90 ✓	$ 43,821.
		(155,292.90)	

DATE 11 7 7 59

PREVIOUS VOUCHER NO.

CHECKED BY

ENGINEER OR AUTHOR

TOTAL CONTRACT ITE

% RETAINED ON CONTRACT ITE

FORCE ACCOU

TOTAL PAYME

7459	10
FEDERAL AID PROJECT NO.	

	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
	LUMP SUM	50.0000	100.000	50.00	50.00	
	LUMP SUM	187.5000-	100.000	187.50-	187.50-	
	CU YD	1.7500	216.200	378.35	378.35	
	CU YD	1.7500	2,531.700	4430.48	4430.48	
& 6	LIN FT	6.5000	105.000	682.50	682.50	
	EACH	30.0000	2.000	60.00	60.00	
	LUMP SUM	450.0000	100.000	450.00	450.00	
	CU YD	3.0000	130.000	390.00	390.00	
	CU YD	3.0000	20.000	60.00	60.00	
		1.5000	101.000	151.50	151.50	
		2.4500	101.000	247.45	247.45	
	DAY	100.0000-	13.000	1300.00-	1300.00-	
				485.90	485.90	
				2074.75	2074.75	
				610.98	610.98	
				25.00	25.00	
				96.37	96.37	

No	Type Code	'P' Constr. Cost	'N' Constr. Cost	Liq. Damages	Total
	6201	$ 52,988.35	$ 96.37	$ (501.00)	$ 52,577.72
2	6201	102,304.55	—	(533.00)	101,771.55
	6201	—	43,725.58	(260.00)	43,465.58
	Totals	$155,292.90	$ 43,821.95	$ (1,300.00)	$ 197,814.85
		(155,292.90)			

TOTAL CONTRACT ITEMS	~~194521.85~~	~~194367.74~~	~~154.11~~
% RETAINED ON CONTRACT ITEMS		9,878.06	9,878.06
FORCE ACCOUNT	3293.00	3293.00	
TOTAL PAYMENTS	197,814.85	187,782.68	10,032.17

FORM E-50

OREGON STATE HIGHWAY DIVISION

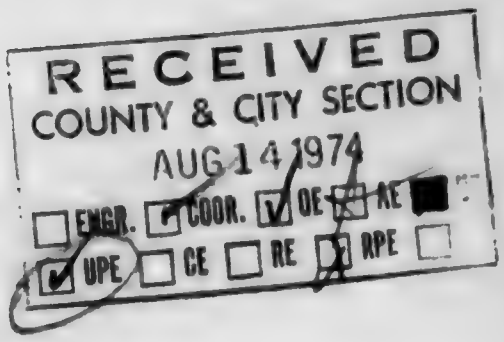
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE August 13, 1974

TO Vernon E. Skoog
Controller

FROM Dettmar W. Jones
Staff Auditor



SUBJECT Audit Report
City of Eugene
TOPICS 5010(2)

Definition Statement

This project was based upon an agreement dated March 9, 1970, between OSHD and the City of Eugene to share costs of installing automatic railroad crossing signals at Roosevelt Boulevard and Prairie Road. The work was done primarily by Oregon Electric Railway Company. They submitted their bill #7063 for $15,483.54 to the City. The City paid the bill, and OSHD reimbursed the City on December 18, 1972, by warrant #23331. When we submitted the final voucher on this project to FHWA, however, they declined to participate in this amount because the statement from the City of Eugene had no supporting detail, evidence of payment nor audit report. We then transferred the full amount to "non-participating".

Analysis

We requested from the City a copy of the itemized bill from Oregon Electric Railway Company, which our Utility Auditor, Jess Jones, was then able to desk audit. He made no exceptions.

We also secured a copy of the City of Eugene's check #48733 issued on November 20, 1972 to the railroad in full payment of the bill.

Conclusion

I am transferring the $15,483.54 back to "participating", and recommend we submit a post-final voucher to FHWA for their reconsideration.

DWJ:njc

cc: County/City - Zehner
R. J. Hacek

APPROVED
V. E. Skoog
V. E. SKOOG, Controller
Oregon State Highway Division

Form FHWA 121 (Rev. 8-73)

BALDWIN STATES GOVERNM[illegible]

DE

Memorandum

DEPA[illegible]MENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: March 5, 1974

SUBJECT: Final Voucher on Project T-5010(2)

In reply refer to: 10-41.3/120.5

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

The final voucher for the subject project includes a billing for $15,483.54 for work done on SFO #2 by the Oregon Electric Railroad. Our auditors have determined that the charges were not audited by your external auditors or the auditors of the local government unit. PPM 30-11, Paragraph 3c (Vol. 1, Chapter 7, Sec. 2, Federal-aid Manual) requires assurances that the costs are correct and proper. The $15,483.54 should be transferred to nonparticipating costs until such assurances are provided. Please furnish us a copy of the transfer voucher.

for D. J. Smith
G. L. Green

RECEIVED
STATE HWY ENGR
MAR 6 74
REFER TO
Skoog
FOR
Dist | Area | Maint | D/R | Sign | Act | File

Need RR Bills
Phoned Teitzel
3-8-74 B

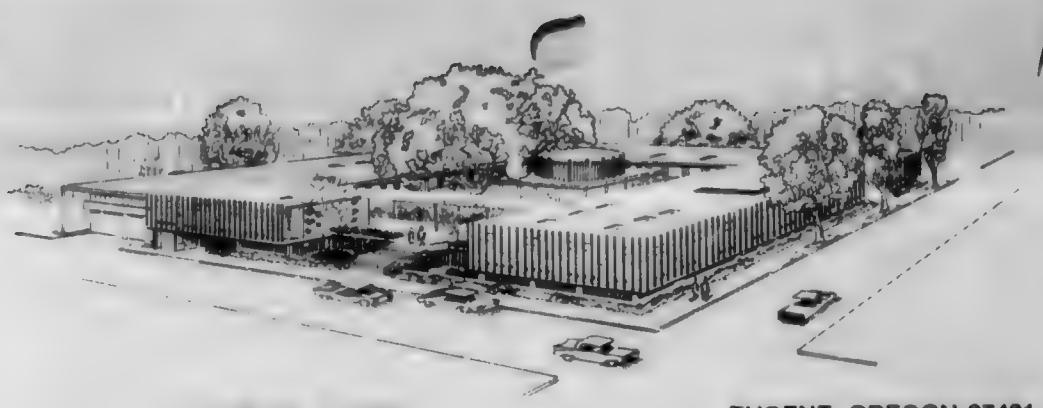
NOTED
A E JOHNSON

RECEIVED
COUNTY & CITY SECTION
MAR 8 - 1974
ENGR. | COOR. | DE | AE | UE
UPE | CE | RE | RPE

FISCAL OFFICER

REFERRED TO
Haeck
Frank L. Griffin

CITY OF EUGENE



DEPARTMENT OF PUBLIC WORKS — 777 PEARL STREET — EUGENE, OREGON 97401

September 4, 1973

RECEIVED
COUNTY & CITY SECTION
SEP 6 1973
[ ] ENGR. [x] GEOL. [ ] DE [ ] AE [x] UE
[ ] UPE [ ] CE [ ] RE [ ] RPE [ ]

County-City Projects
Oregon Division of Highways
Highway Building
Salem, Oregon

Gentlemen:

This is a letter of transmittal for the before and after study of the Topics project at Highway 99 and Roosevelt Blvd.

Enclosure one summarizes the before and after travel times and delay. Enclosure two has the before and after speeds for the approaches. Enclosure three and four has the before turning volumes during the peak hours while enclosures five and six have the after counts for the same movements. Enclosure seven has the before and after accident data. Traffic volumes on Roosevelt and Pacific Highway are shown on enclosure eight.

While the average delay time in the PM have increased on some approaches, the increase does not appear to be out of line when the increased volumes are considered. It is apparent that the intersection is more attractive to the motorist since that area has not grown in population in any significant amount.

The accident total before and after did not show a decrease (20 before and 22 after). However it appears the number involving DUIL has increased. Injuries are less than would be anticipated with that number of investigated accidents.

Comparing before and after total approach volume shows that the AM peak hour has increased by 16% and the PM peak hour by 17%. The 24 hour volumes do not reflect such an increase for reasons that are not apparent at this time. Perhaps the volume figures are inaccurate.

The project has clearly defined the access points serving the commercial areas along Roosevelt. In general we are happy with results with the exception of the accident total. We had hoped that a reduction could have been realized.

Very truly yours,

Alva Williams, Jr.
Traffic Engineer
awjr/bm

SUMMARY
Roosevelt @ Hwy 99 Travel & Delay

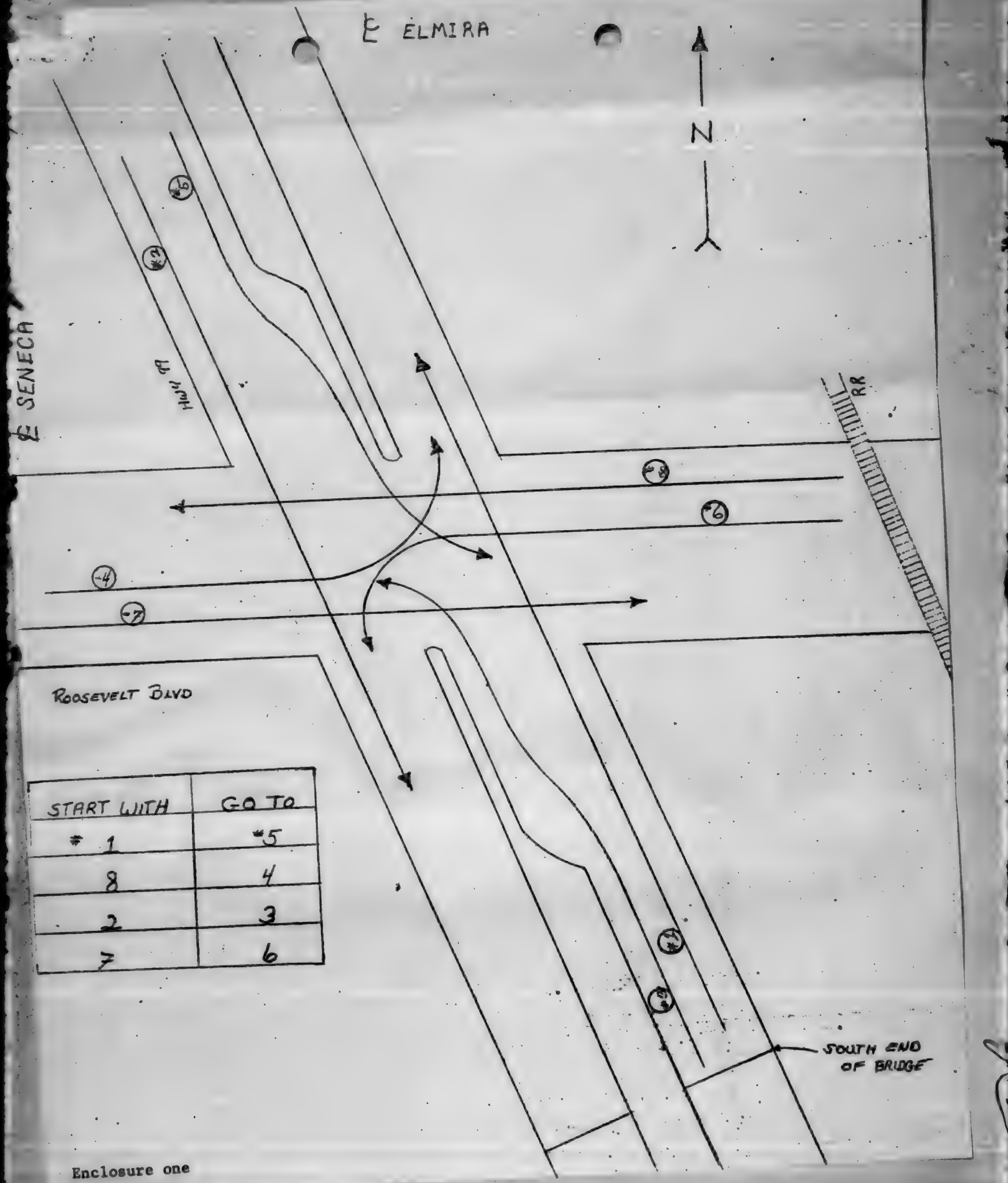
Before

Route No.	Time of Day	Distance, Ft.	Avg.total time,sec.	Avg.Running time,sec.	Avg.Delay time,sec.	Avg. Speed, MPH Total	Running
1	AM	1555	45	32	13	24	33
NB Thru	PM		54	39	15	20	27
2	AM	900	44	26	18	14	24
SB Thru	PM		39	22	17	16	28
3	AM	1555	61	36	25	17	30
NB Left	PM		78	44	34	14	24
4	AM	882	83	31	52	7	19
EB Left	PM		91	32	59	7	19
5	AM	900	50	24	26	12	25
SB Left	PM		50	25	25	12	24
6	AM	625	46	28	18	9	15
WB Left	PM		57	27	30	7	16
7	AM	882					
EB Thru	PM						
8	AM	625					
WB Thru	PM						

After

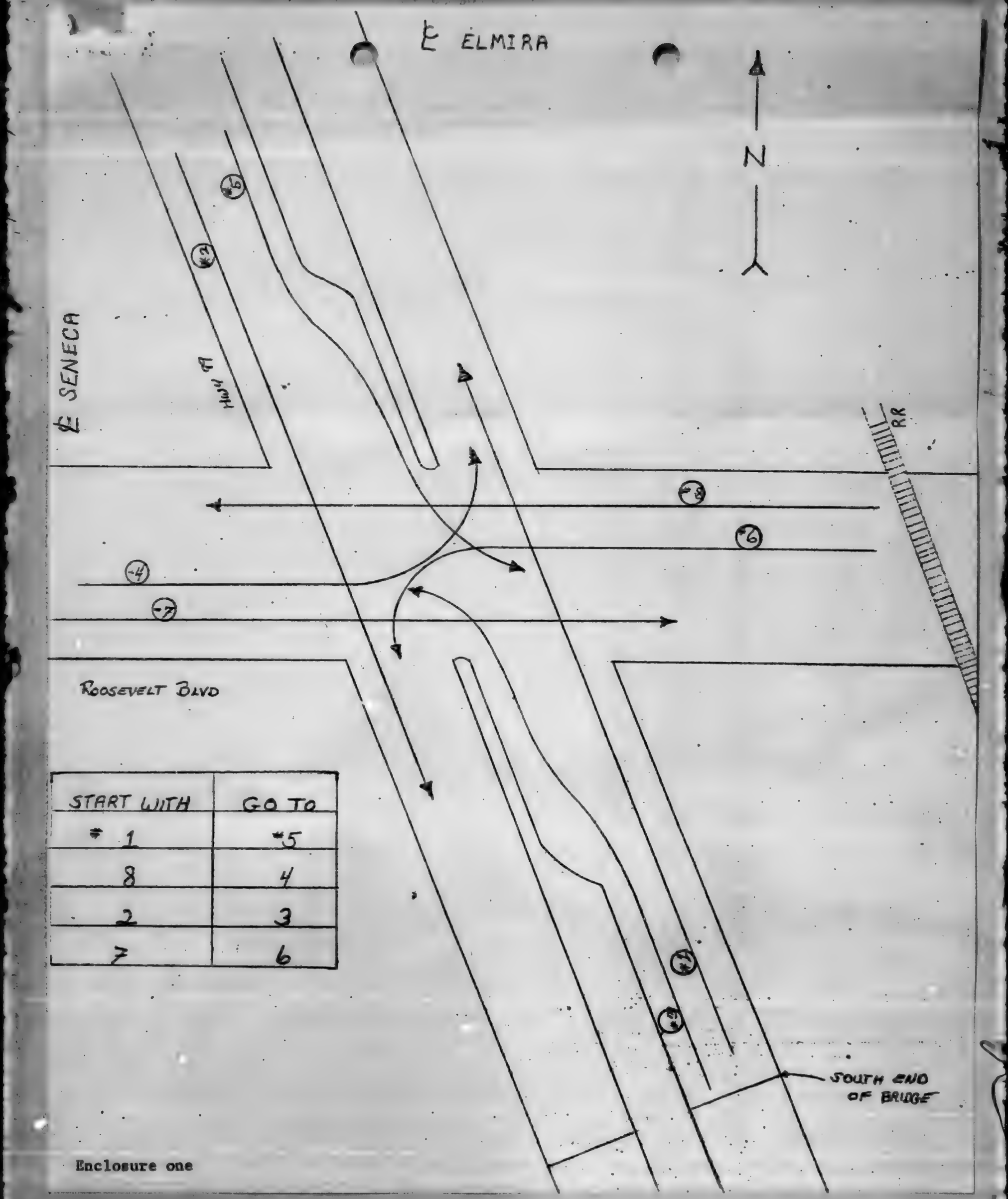
1	AM		59	49	10	17	22
	PM		90	63	26	12	17
2	AM		57	41	16	11	15
	PM		69	46	22	9	13
3	AM		81	58	23	13	18
	PM		136	86	51	8	12
4	AM		108	70	38	6	9
	PM		99	66	33	6	9
5	AM		86	61	26	7	10
	PM		118	71	47	5	9
6	AM		78	52	26	5	8
	PM		79	57	22	5	8
7	AM		110	61	42	5	9
	PM		145	86	60	4	7
8	AM		77	50	27	6	9
	PM		51	37	14	8	11

Enclosure one



START WITH	GO TO
# 1	#5
8	4
2	3
7	6

Enclosure one



START WITH	GO TO
# 1	#5
8	4
2	3
7	6

Enclosure one

SPEED STUDY

Location	85%	Average	Pace	% in Pace
Southbound on Highway 99 540' n/o centerline of Roosevelt				
10 AM 8/21/70 (Before)	36 MPH	34	30-40	94%
10 AM 4/25/73 (After)	37 MPH	32	28-38	75%
Northbound on Highway 99 S/o Roosevelt				
2 PM 8/20/70 (Before)	39 MPH	36	32-42	90%
2 PM 4/12/73 (After)	53 MPH	45	43-53	67%
Roosevelt Blvd E/o Pacific Highway				
11 AM 8/21/70 (Before)	24 MPH	20	17-27	87%
11 AM 11/12/72 (After)	26 MPH	22	18-28	88%

Enclosure two

Hwy. 99 and Roosevelt — Signal

1 Year 9 Months Before

Date					Vehicle direction of travel			Violation	Pers			
M	D	Y	Day	Time	No.1	No.2	No. 3	Type	Veh.	K	I	Remarks
1		70	Thu	2045	NB	NB		Follow to close	#1			
3	14	70	Sat	1330	EB	WB		ROW	#2			
3	16	70	Mon	1230	SB	EB		Red light	#1			
3	31	70	Tue	1755	WB	SB		Red light	#1			
4	22	70	Wed	0212	EB			Imp.turn	#1			
6	14	70	Sun	2000	NB	NB		Follow to close	#1			
6	17	70	Wed	0230	WB	Ped.		None				
7	3	70	Fri	2145	EB	SB		Red light	#1			
8	10	70	Mon	1254	NB	Ped.		None				
9	8	70	Tue	0140	SB			None				
11	22	70	Sun	1945	EB	WB		ROW	#1			
11	22	70	Sun	1245	NB	NB		Follow to close	#1			
1	22	71	Fri	1035	WB	EB		Imp. turn	#1			
2	22	71	Sat	1245	NB	NB		Rear End	#1			
4	24	71	Sat	0040	NB	NB		Rear End	#1			
6	16	71	Wed	0715	SB	SB		Rear End			0	Both veh. in left turn pocket
6	19	71	Sat	2300	WB	WB		Rear End			0	#1 made imp. LT. turn-back into #2
7	11	71	Sun	0225	SB	NB		Red light	#1		2	#2 making Lt. turn
8	16	71	Mon	1125	WB	WB		Rear End	#2		0	
8	20	71	Fri	1330	NB	NB		Rear End	#1			Both veh. in left turn lane

1 Year 9 Months After

10	18	71	Mon	2130	NB	NB		Rear End	#1		1	
11	27	71	Sat	1225	EB	EB		Rear End	#1		0	
11	25	71	Thu	1352	NB	SB		ROW	Unknown		1	
12	3	71	Fri	1740	SB	SB	SB	Rear End	#3		0	
1	5	72	Wed	1015	SB	SB		Rear End	#1		0	
1	14	72	Fri	1405	WB	EB		ROW	#1		0	
2	13	72	Sun	1445	NB	NB		Rear End	#2		2	
2	13	72	Sun	1845	SB	NB		Red light	Unk.		0	
3	1	72	Wed	0550	EB	Sig. pole		Imp. Lt. turn	#1		0	
4	19	72	Wed	1835	SB	SB		Rear End	#1		0	
6	10	72	Sat	2100	NB	NB	NB	Rear End	#1		0	#2,#3, were stopped-#1 DUIL
7	8	72	Sat	0830	SB	SB		Rear End				No warning of constructi
8	16	72	Wed	1625	NB	NB		Rear End	#1		0	#1 Backed into #2
9	3	72	Sun	0250	SB	center island		DUIL, reck-less driving H&R, attempt to elude			1	
9	17	72	Tue	1135	SB	SB	SB	DUIL, rear end	1		0	
10	7	72	Sat	2355	EB			Lost con-trol	1		0	Hit signal pole on islan
12	11	72	Mon	1710	SB	SB	SB	DUIL, Rear end	1		0	
12	20	72	Wed	2155	SB	SB		Imp. back-ing	1		0	
1	21	73	Sun	1440	NB	NB		DUIL, Rear End	#1		0	
3	29	73	Thu	1345	SB	SB		Rear End	#1		0	
4	4	73	Wed	2224	SB			None			0	Avoiding
4	20	73	Fri	2325	SB	SB		Rear End	#1		0	

M	D	Y	Day	Time	No.1	No.2	No. 3	Type	Veh.	K	I	Remarks
1		70	Thu	2045	NB	NB		Follow to close	#1			
3	14	70	Sat	1330	EB	WB		ROW	#2			
3	16	70	Mon	1230	SB	EB		Red light	#1			
3	31	70	Tue	1755	WB	SB		Red light	#1			
4	2	70	Wed	0212	EB			Imp.turn	#1			
6	14	70	Sun	2000	NB	NB		Follow to close	#1			
6	17	70	Wed	0230	WB	Ped.		None				
7	3	70	Fri	2145	EB	SB		Red light	#1			
8	10	70	Mon	1254	NB	Ped.		None				
9	8	70	Tue	0140	SB			None				
11	22	70	Sun	1945	EB	WB		ROW	#1			
11	22	70	Sun	1245	NB	NB		Follow to close	#1			
1	22	71	Fri	1035	WB	EB		Imp. turn	#1			
2	22	71	Sat	1245	NB	NB		Rear End	#1			
4	24	71	Sat	0040	NB	NB		Rear End	#1			
6	16	71	Wed	0715	SB	SB		Rear End			0	Both veh. in left turn pocket
6	19	71	Sat	2300	WB	WB		Rear End			0	#1 made imp. LT. turn-back into #2
7	11	71	Sun	0225	SB	NB		Red light	#1		2	#2 making Lt. turn
8	16	71	Mon	1125	WB	WB		Rear End	#2		0	
8	20	71	Fri	1330	NB	NB		Rear End	#1			Both veh. in left turn lane

1 Year 9 Months After

10	18	71	Mon	2130	NB	NB		Rear End	#1		1	
11	27	71	Sat	1225	EB	EB		Rear End	#1		0	
11	25	71	Thu	1352	NB	SB		ROW	Unknown		1	
12	3	71	Fri	1740	SB	SB	SB	Rear End	#3		0	
1	5	72	Wed	1015	SB	SB		Rear End	#1		0	
1	14	72	Fri	1405	WB	EB		ROW	#1		0	
2	13	72	Sun	1445	NB	NB		Rear End	#2		2	
2	13	72	Sun	1845	SB	NB		Red light	Unk.		0	
3	1	72	Wed	0550	EB	Sig. pole		Imp. Lt. turn	#1		0	
4	19	72	Wed	1835	SB	SB		Rear End	#1		0	
6	10	72	Sat	2100	NB	NB	NB	Rear End	#1		0	#2,#3, were stopped-#1 DUIL
7	8	72	Sat	0830	SB	SB		Rear End				No warning of constructi
8	16	72	Wed	1625	NB	NB		Rear End	#1		0	#1 Backed into #2
9	3	72	Sun	0250	SB	center island		DUIL, reck-less driving H&R, attempt to elude			1	
9	17	72	Tue	1135	SB	SB	SB	DUIL, rear end	1		0	
10	7	72	Sat	2355	EB			Lost con-trol	1		0	Hit signal pole on islan
12	11	72	Mon	1710	SB	SB	SB	DUIL, Rear end	1		0	
12	20	72	Wed	2155	SB	SB		Imp. back-ing	1		0	
1	2	73	Sun	1440	NB	NB		DUIL, Rear End	#1		0	
3	29	73	Thu	1345	SB	SB		Rear End	#1		0	
4	4	73	Wed	2224	SB			None			0	Avoiding
4	20	73	Fri	2325	SB	SB		Rear End	#1		0	

Enclosure seven

TRAFFIC VOLUME DATA

US 99 HWY.	Before 7-1-70	After 4-3-73	After 7-25-73
NB- S/o Roosevelt	13394	13200	13800
NB- Left turn pocket	2486	2420	2430
SB- N/o Roosevelt	11872	11310	12900
SB- Left turn pocket	1240	1490	1240
ROOSEVELT			
EB & WB- E/o US 99 Hwy.	5239	**3810	7640
WB & EB- W/o US 99 Hwy.**	10387	*5230	9030

* E-Bound only
** W-Bound only

Enclosure eight

CITY OF EUGENE

DEPARTMENT OF PUBLIC WORKS — 777 PEARL STREET — EUGENE, OREGON 97401

July 16, 1973

County-City Projects
Oregon Division of Highways
Highway Building
Salem, Oregon

Gentlemen:

This is a letter of transmittal for the before and after study of the TOPICS project at Highway 99 and Prairie Road.

Enclosure 1 summarizes the delay times for the intersection. Speed studies before and after are shown on Enclosure 2. Enclosures 3, 4, 5 and 6 show the before and after peak hour turn movements. The before and after accident diagram is shown on Enclosure 7. Enclosure 8 shows before and after traffic volume counts.

As could be expected delay times increased for through traffic on Pacific Hwy. Prairie Road entering traffic showed a dramatic decrease in the delay time. Entering traffic volumes during peak hours increased 41% and 26% in the A.M. and P.M. peak hours respectively. Opening of a better level facility on Belt Line Road to the north tended to decrease southbound entering traffic.

The total accidents have increased markedly to our dismay. There were thirteen prior to the installation and twenty-four after in a similar period. Obviously our attention has to be directed to the northbound versus southbound left since these obviously cause the worst problem. Apparently the southbound left assumes they have a protected move on a green ball.

Substantial benefit has been derived by getting protection for the railroad crossing. One fatality occurred about two years prior to the installation.

Except for the accident total the intersection improvements have met our expectations.

Very truly yours,

Alva Williams, Jr.
Traffic Engineer

AWJr/lb

RECEIVED
COUNTY & CITY SECTION
JUL 18 1973
ENGR. COOR. OE AE
OPE OE RE OPE

HIGHWAY 99 @ PRAIRIE TRAVEL & DELAY

BEFORE

Route No.	Time of Day	Distance, Feet	Time, Secs. Avg. Overall	Running	Stopped	Speed, MPH Overall	Running
1	AM	1449	21	21	-0-	47	47
SB 99 Thru	PM		21.5	21.5	-0-	46	46
2	AM	1617	28.7	28.7	-0-	38	38
NB 99 RT	PM		29.5	29.5	-0-	37	37
3	AM	683	81	38.6	42.5	6	12
SB Prairie LT	PM		110	70	40.4	4	7
4	AM	1535	20.7	20.7	-0-	51	51
NB 99 Thru	PM		22.2	22.2	-0-	46	46
5	AM	1481	41.4	31.8	9.5	25	32
SB 99 LT	PM		104	69	34.8	10	15
6	AM	610	57	34.5	23.4	7	12
SB Prairie RT	PM		57	39.6	17.5	7	10

AFTER

1	AM	1449	39.7	32.6	7	25	30
	PM		36.5	31.5	5.1	27	31
2	AM	1617	28.2	28.2	-0-	39	39
	PM		30	30	-0-	36	36
3	AM	683	27.5	23	4.6	17	20
	PM		40	29.4	10.4	12	16
4	AM	1535	48.6	38.4	10.5	22	27
	PM		33.5	31.3	2.2	31	33
5	AM	1481	52	41	11.2	19	25
	PM		55	43.5	11.4	18	23
6	AM	610	17.5	17.5	-0-	24	24
	PM		14.9	14.8	0.1	28	28

ENCLOSURE 1

TURN AROUND
JERRY BUILD
SUPPLY

MAXWELL

PRAIRIE RD

JENSEN

US 99 HWY

RR

#1

#6

#5

#3

#2

#4

BARGER

SPEED STUDY

Location	85%	Average	Pace	% In Pace
Southbound on Highway 99 N/O Prairie Road				
3 P.M. 8-21-70 (Before)	47	41	40-50	71%
3 P.M. 4-24-73 (After)	44	39	36-46	85%
Southwest Bound on Prairie Road N/E Highway 99				
2 P.M. 8-21-70 (Before)	28	23	20-30	88%
2 P.M. 4-24-73 (After)	31	27	24-34	87%

ENCLOSURE 2

7459 STATE COPY

CSHD (Johnson) Region Wash DC — Area Engr Love

4-18-73

FINAL ACCEPTANCE REPORT
(PPM 20-6.1)

U. S. DEPARTMENT OF TRANSPORTATION
Federal Highway Administration
Bureau of Public Roads

ch

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	3	Lane	Oregon #7459
DATE OF REPORT	**REPORT MADE BY**		**PROJECT NO.**
4/18/73	G. S. Hughes, Hwy Engineer Trainee		F-5010(1) & F-5010(2)
COMPLETION DATE	**ACCEPTANCE DATE BY CONTRACT AGENCY**	**TIME ELAPSED**	**CONTRACT TIME**
9/14/71	5/31/72	107 %	200 Cal. Days
APPROVED EXTENSIONS	**LOCATION**		
None	Intersections of Pacific Hwy West & Roosevelt Blvd, and Pacific Hwy & Prairie Road in Eugene, Oregon		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.
Compliance reviews made indicate that all applicable contract requirements relative to wage rates, payroll submissions, and labor provisions have been met.

There is compliance with section 1.23 of the Regulations pertaining to encroachment on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

CONST. SECT.

APR 24 1973

REGIONAL OFFICE

ROOSEVELT BLVD - INTERSECTION WITH US 99
Grading, Paving and Signals

The project was completed on September 14, 1971 and was accepted by the State Highway Commission on May 31, 1972. The contractor used 213 calendar days (contract time authorized 200 calendar days) to complete the project. Liquidated damages were assessed on the 13 day overrun.

An acceptance letter from the City of Eugene is on file at the State Highway Department.

RECEIVED
STATE HWY ENGR
APR 25 '73
REFER TO
FOR
Info | Inves | R/D | O/R | Circ | Act | File

4-25-73 cy Const Agency

NOTED
U. S. COULTER

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY BUREAU OF PUBLIC ROADS	
SIGNATURE /s/ C. B. Hughes		SIGNATURE Original Signed By G. L. GREEN	
T. P. Love		G. L. Green	
TITLE Area Engineer	DATE 4/18/73	TITLE Division Engineer	DATE 4-27-73

Form PR 33-E (Rev. 7-70)

EXISTING STOCKS OF FORM PR 33-E (Rev. 3-68) WILL BE USED.

Form FHWA-121 (12-67)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: September 6, 1972

In reply refer to: 10-35-FA/
406.14

FROM : G. L. Green, Acting Division Engineer
Salem, Oregon

SUBJECT: Evaluation of TOPICS Projects

In an effort to assemble data for the preparation of the annual report on TOPICS projects as required by Section 135(d), Title 23, USC, our Washington office has requested an evaluation of the effectiveness of the following projects:

T-5010(1) Pacific Highway at Roosevelt Blvd., Eugene
T-5010(2) Pacific Highway at Prairie Road, Eugene
T-5010(3) Mohawk Road to "I" Street, Springfield
T-5025(1) SE 67th Ave.-SE 92nd Ave., Portland

Mr. Guenther Lerch mentioned the need for this information during his recent visit. These evaluations should be designed to furnish quantitative data which will show the benefits of each improvement. If the primary objective of a project is to enhance the safety of a location the evaluation should document the effects of the improvement on both accident frequency and accident severity. On those projects designed to relieve traffic operational deficiencies in addition to the elimination of safety hazards, the evaluation should also include quantitative data on the reduction of vehicular delay and travel times. Good "before" and "after" photographs which clearly illustrate the total scope of the project should also be included.

The above list of projects are intended only as a suggestion. If more complete data is available for other projects, it should be submitted also.

RECEIVED
STATE HWY ENGR
SEP 7 '72
REFER TO
FOR

9-7-72 Schaeffer answered

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 917-944

RECEIVED
JUN 9 - 1972
FOR FILING

7459

June 9, 1972

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

On June 5, 1972, we wrote to you concerning release of final payment on Contract No. 7459 awarded to Wildish Construction Company for work on the Intersections of the Pacific Highway West and Roosevelt Boulevard and Pacific Highway West and Prairie Road in Lane County.

Final payment on this contract is $10,032.17 and the total contract amount is $197,814.85 including $3,293 for work performed under force account.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl

cc Wildish Construction Company
P. O. Box 1106
Eugene, Oregon 97401

bc C. T. Keasey
Walt Hart
V. E. Skoog
Attn: John Herr
J. H. Versteeg

RECEIVED
JUN 5 1972
FOR FILING

OREGON STATE HIGHWAY DIVISION

7459

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE June 1, 1972

TO Oregon State Highway Commission

FROM Tom Edwards
State Highway Engineer

SUBJECT **Highway Project Acceptance**

Contract No. 7459, Work Completed September 14, 1971

Project Intersections of Pacific Highway West and Roosevelt Blvd., and Pacific Highway West and Prairie Road

Highway City Streets County Lane

Type of Work Grading, Paving and Signals

Contractor Wildish Construction Co.

Recommended Acceptance Date May 31, 1972

The contractor has completed all work according to specifications and I recommend your acceptance of the project. I will assume this matter has your approval, unless advised to the contrary.

This item will be on the agenda at the Commission meeting on June 27, 1972 for your formal concurrence.

VG:dg

cc Floyd Query
F. B. Klaboe
A. E. Johnson
L. H. Young
C. T. Keasey
W. J. Hart

Surety Letter Written 6-5-72 dr.

RECEIVED
FOR FILING

7459

March 23, 1972

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, OR 97308

Dear Mr. Simpson:

10-35.1/710.14
TOPICS "Before" and "After" Data
T-5010(1) and T-5010(2)

Enclosed are three copies each of 8"x10" "before" and "after" photographs taken at two intersections on the Pacific Highway West in Eugene that were improved under the TOPICS program.

These improvements were completed in September, 1971 under Contract 7459 and we therefore do not have sufficient data to measure the full effectiveness of the improvements. The improvements are described in the enclosed preliminary evaluation report prepared by the City of Eugene.

The intersection at Roosevelt Boulevard experiences afternoon peak hour traffic problems. The photographs were taken at approximately 5:20 p.m. on August 11, 1970 and October 4, 1971. (Note: August 11, 1970 was an extremely hot day and traffic was lighter than normal.)

A morning peak hour traffic problem occurs at Prairie Road where the photographs were taken at approximately 7:45 a.m. on August 26, 1970 and March 9, 1972.

The federal-aid portion of the contract is estimated at $175,000, involving approximately $110,000 in federal TOPICS funds.

We hope this preliminary data will be of use to you in reporting on the effectiveness of TOPICS projects in Oregon.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

F. B. Klaboe
Deputy State Highway Engineer

Enc.

RU:ljt ia

bc Tom Edwards
R. L. Schroeder
E. S. Hunter
L. E. George
L. H. Young
H. S. Cox

PRELIMINARY EVALUATION OF TOPICS IMPROVEMENTS

Highway 99 and Roosevelt Blvd.

The improvements here involved widening Roosevelt Blvd. on both approaches to Highway 99 to provide four lanes along with complete reconstruction of the signalized intersection to provide fully-actuated close-in inductance loop operation. The preliminary observance of the video tape studies of the before and after situation indicate that there is no doubt but what the total delay in the intersection has been materially reduced. Positive access control has been established by the installation of curbs and gutters with specific access points. Illumination at the intersection has been improved by the installation of higher intensity street lighting. The change in the type of signal actuation has provided a more positive feeling on the part of the general public since the delays especially during off-peak hours have been noticeably decreased.

Highway 99 and Prairie Road

The work at this location included the realignment of Prairie Road providing right angle approach to 99. Signals with full actuation were installed. The railroad crossing adjacent to the intersection received protection with crossing gates and signal pre-empt. Again, as at 99 and Roosevelt, the delay during peak hours has noticeably improved and the railroad crossing safety is greatly improved. A better level service to the residential and industrial area to the northeast of the intersection has been provided. While it is apparent that the number of accidents may be increasing over the previous numbers, the benefits are still greater than the problem that has developed.

In both situations the length of time that the improvements have been in is not a long enough period of time to come to any definite conclusions relative to accident rates, etc. These analyses will be done as time permits in the future.

RECEIVED
COU... CITY ...

BEFORE [illegible] AUG. 26 1970

8/26/70
7:47 A.M.

AFTER FRANKLIN RD & PAC. HWY. 1957

MAR 9 1972

3/9/72

7:51 A.M.

TEXACO

BEFORE ROOSEVELT BLVD. & PHIL. WAY WEST

AUG 1 1 1970

8/11/71
5:09 p.m.

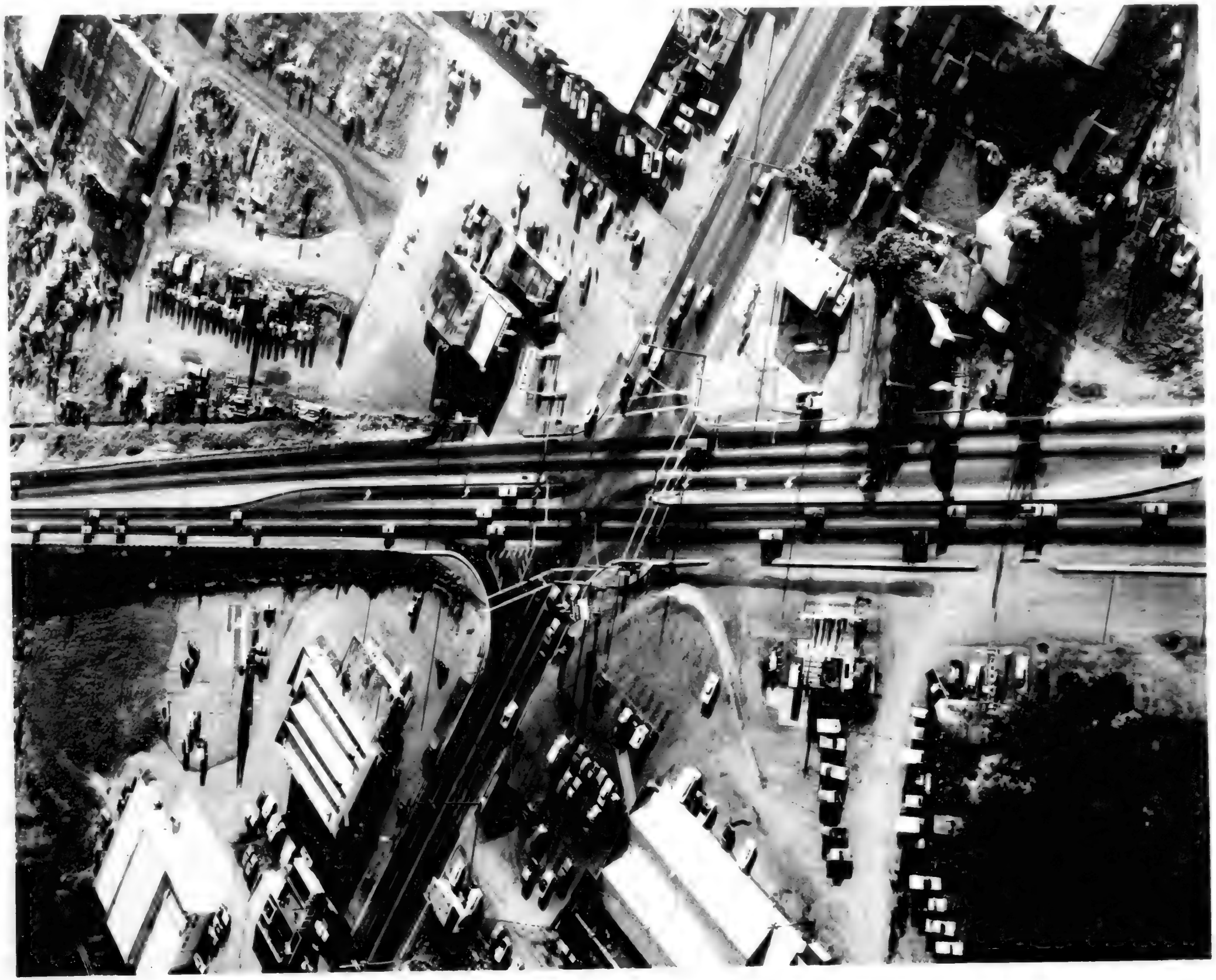
OCT. 4 1971

10/4/71
5:03 pm

3-9-72

EUGENE - TOPICS Project T-5010(2)
Pacific Hwy. West @ Prairie Rd.
[redacted] "AFTER" March 9, 1972
7:51 AM

D
4
3-8
4



Eugene - TOPICS Project T-5010 (1)
Pacific Hwy. West @ Roosevelt Blvd.
"AFTER" October 4, 1971
5:03 PM

A-90-3

RECEIVED
OCT 1 1971
FOR FILING

STATE COPY – (R. L. Porter)

OREGON STATE HIGHWAY DIVISION

T-5010(1)

HIGHWAY BUILDING 7459 • • • SALEM, OREGON • • • 97310

September 21, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Contract 7459
Prefix 20-0602
FAP T-5010(1), T-5010(2)

Dear Sir:

All work under Contract No. 7459, Intersections of Pacific Highway West and Roosevelt Boulevard and Pacific Highway West and Prairie Road (Eugene) Section in Lane County, was completed on September 14, 1971.

We request that your office inspect the contract work and return two signed copies of this letter indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

Very truly yours,

R. L. Porter
State Highway Engineer

By

F. D. Morgan
Construction Engineer

cy to Construction 10-6-71

Federal Highway Administration
Oregon Division Office Endorsement Date 9-30-71

Conditions noted on above date:
Final inspection made and project considered as acceptable.

R. E. Simpson
Division Engineer

RECEIVED
OCT 6 1971
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

Form E-123

FORM E-9 (REV 10-69) T-5010(1)

OREGON STATE HIGHWAY DIVIS

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Intersections of Highway West and Roose Boulevard and Pacific West and Prairie Road		WEEK ENDING: 9-18-71
		SECTION PREFIX: 20-0602
HIGHWAY: City Streets		COUNTY: Lane
NAME OF JOB: Intersections of Pacific Highway West and Roosevelt Boulevard and Pacific Highway West and Prairie Road	KIND OF WORK: Grading, paving, and signals	
CONTRACTOR: Wildish Construction Company	CONTRACT NUMBER: 7459	FEDERAL AID PROJECT NUMBER: T-5010(1), T-5010(2)
DATE OF CONTRACT: Awarded August 18, 1970	DATE WORK STARTED: September 14, 1970	ESTIMATED COMPLETION DATE: 200 Calendar Days
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: SUPERVISION:	SPECIFIED WORK DAYS: --	WORK DAYS USED: --
	SPECIFIED CALENDAR DAYS: 200	CALENDAR DAYS USED: 213
	SPECIFIED COMPLETION DATE: 200 Calendar Days	PERCENT OF TIME ELAPSED: 100%
PROJECT AUTHORIZATION: $ 231,949.50		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%
EXCLUSIVE OF ENGINEERING: $ 231,949.50	ENGINEERING AUTHORIZATION $	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 221,934.43	ENGINEERING COST TO DATE $	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 99%
ESTIMATED PERCENT: UNDERRUN 4 %	PERCENT OF AUTHORIZATION %	DATE PROJECT WAS COMPLETED: September 14, 1971

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	Sanitary	Signals
100%	100%	100%	100%			100%	100%

	GRADING	Rock SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.37	0.10			0.37n
MILES PARTIALLY COMPLETED					
MILES COMPLETED	0.37	0.10			0.37
TOTAL ESTIMATED QUANTITIES (CONTRACT)	4,303 cu.yds.	1100 cu.yds.			7950 tons
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	4,303 cu.yds	660 cu yds.			7970 tons
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Clear	1		
MONDAY	Clear	1		
TUESDAY	Clear	1		
WEDNESDAY	Clear	0		
THURSDAY	Clear	0		
FRIDAY	Clear	0		
SATURDAY	Clear	0		

Routing

Mor... Peas...
Decker Swan
Bond Glenn
Walker Litchfield
Boehme Gallagher
Johnsen Stain

RECEIVED
SEP 21 1971
CONSTRUCTION
DIVISION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	No Work
MONDAY	Subcontractor worked on signals.
TUESDAY	Subcontractor finished signals today.
WEDNESDAY	No Work
THURSDAY	No Work
FRIDAY	No Work
SATURDAY	No Work

REMARKS

Project completed except for railroad signal arms.

Day day count stopped 9-14-71.

SIGNED _____ LOCATION Eugene

RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

RECEIVED
AUG 25 1971

T-5010(1)
7459

August 24, 1971

4341

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Dear Mr. Simpson:

Re: TOPICS Annual Report to Congress
Your Reference: 08-35-EC/710.14

Reference is made to your August 16 letter requesting information on the evaluation of TOPICS projects in the state of Oregon. We presently are not far enough along with the TOPICS program to develop evaluation of projects. There are thirteen physical TOPICS projects under contract amounting to approximately $1,370,000 in total project costs. Some of these projects are not dramatic in character but are needed improvements for the safe and efficient flow of traffic in our urban areas.

Two of the TOPICS projects under contract should produce substantial improvements in traffic flow and safety, and are expected to be quite noticeable to the traveling public. These are the Pacific Highway West at Prairie Road and Roosevelt Boulevard project in Eugene and the Mission Street at 25th Street project in Salem. We are enclosing a narrative description of each project along with "before" photographs which depict the peak-hour problems at these locations. Upon completion of these two projects, we plan to prepare a total evaluation of their benefits to improved traffic flow and safety.

Very truly yours,

R. L. Porter
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: R. L. Porter
Tom Edwards
Victor D. Wolfe
F. B. Crandall
L. H. Young
H. S. Cox

RU:lat srb

Encs.

TOPICS

CITY OF EUGENE

PROJECT: Pacific Highway West (US 99) @ the intersections of Prairie Road and Roosevelt Boulevard, T-5010(1 & 2).

CONTRACT NO: 7459 (Grading, paving, signals, and railroad crossing protection)

COMPLETION DATE: September 1971.

TOTAL ANTICIPATED COST: $232,000 (Federal $112,000, City $83,000, State $37,000)

EXISTING CONDITIONS: Pacific Highway West is a four-lane urban arterial with an ADT in excess of 20,000 which experiences heavy morning and evening peak hour commuter traffic. The intersections of Prairie Road and Roosevelt Boulevard are two miles apart on the outer fringes of the Eugene Urban Area with no intervening signalization.

Prairie Road is a narrow two-lane road with a 9,500 ADT and intersects Pacific Highway West at a flat skew angle with a flashing beacon for traffic control. An extreme capacity and safety problem exists during peak morning hours when inbound Prairie Road traffic must cross an unprotected railroad crossing at a skew angle and make an unprotected left turn into high speed Pacific Highway West traffic. Conditions at this intersection are further complicated by heavy commercial and industrial traffic.

Roosevelt Boulevard is a narrow two-lane facility with an ADT of 6,000 and intersects Pacific Highway West at a skew angle. Existing signalization consists of an obsolete three-phase semi-actuated signal. Morning and evening peak hours produce unbalanced heavy through and turning movements. The present signalization does not have the flexibility to handle unbalanced traffic movements. Roosevelt Boulevard capacity is substandard in the intersection area due to the narrow two-lane facility.

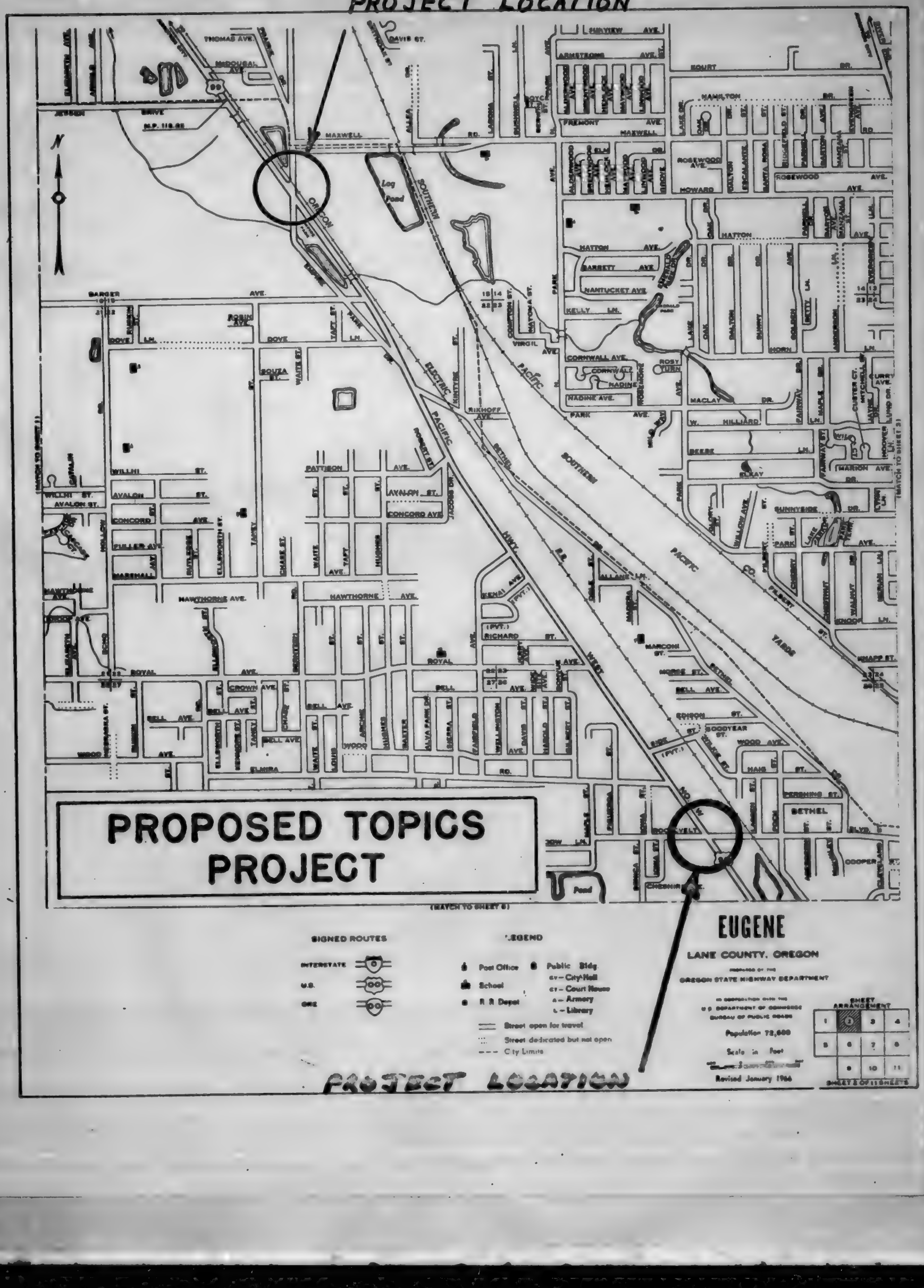
CORRECTIONS: Prairie Road approach to Pacific Highway West is being realigned and widened to provide two inbound lanes. A fully traffic-activated traffic signal is being installed that will be interconnected with the installation of railroad crossing signals and gates.

Roosevelt Boulevard is being widened to a 54' curbed section that will provide a four-lane facility in the immediate intersection area. A modern fully traffic-activated signal will replace the present obsolete traffic signal.

EXPECTED BENEFITS:

1. Increase peak hour capacity
2. Reduce traffic delays and travel time
3. Improve traffic safety

PROJECT LOCATION



PROPOSED TOPICS PROJECT

SIGNED ROUTES

INTERSTATE

U.S.

ORE.

LEGEND

Post Office
School
R R Depot
Public Bldg.
cy – City Hall
cr – Court House
a – Armory
l – Library
Street open for travel
Street dedicated but not open
City Limits

EUGENE

LANE COUNTY, OREGON

PREPARED BY THE OREGON STATE HIGHWAY DEPARTMENT

IN COOPERATION WITH THE U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS

Population 72,600

Scale in Feet

Revised January 1966

SHEET ARRANGEMENT

1	2	3	4
5	6	7	8
	9	10	11

SHEET 2 OF 11 SHEETS

PROJECT LOCATION

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Box 300
Salem OR 97308

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon
Attention: Mr. R. Unrein

DATE: August 16, 1971

In reply refer to: 08-35-EC/
710.14

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

Klabue
cpw
F Dirks
8-17

SUBJECT: TOPICS Annual Report to Congress

Enclosed is a memorandum from Mr. Lacy requesting information on TOPICS projects. The information desired includes narratives, evaluations, drawings, photographs, and news clippings concerning projects which illustrate results of the TOPICS program. Please provide any information available by August 27.

Enclosure

RECEIVED
AUG 17 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
COUNTY & CITY SECTION
AUG 18 1971
ENGR. COOR. DE AE UE
UPE CE RE RPE

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 910-222

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TO : All Regional Federal Highway Administrators
Regions 1 - 9

DATE: JUL 30 1971

In reply refer to: TO-11

FROM : Original Signed by J. D. Lacy
J. D. Lacy, Director
Office of Traffic Operations
Washington, D.C. 20590

SUBJECT: TOPICS Annual Report to Congress

Section 135(d), Title 23, United States Code, requires the Secretary to report annually on projects approved under the TOPICS program.

As of June 30, 325 TOPICS physical improvements had been authorized for construction and 52 projects (including three by other than TOPICS funds) had been reported as constructed. For this issue of the Annual Report, we should like to focus on TOPICS projects that are completed or underway and the acceptance of the program by the local communities. Accordingly, we would appreciate receiving narratives, evaluations, drawings, photographs and news clippings concerning selected actual projects which illustrate the TOPICS concept, needs and benefits, as well as the attitudes of local officials and the public toward TOPICS.

A number of TOPICS projects have been generated through cooperation with the Model Cities Program or other urban improvement programs. We would particularly appreciate receiving information about these projects.

Before and after photographs would be especially appreciated. To the extent possible, photographs should show the actual conditions which the TOPICS project was designed to improve so that a minimum of explanatory information is necessary. Experience has shown this is best achieved by taking photographs during peak hours from a higher elevation. A short narrative description of the project containing data on cost and why it was needed should be included with the photographs.

Accordingly, the division offices are requested to furnish the above discussed kinds of material for possible use in the "Annual TOPICS Report" through their regional offices to the Office of Traffic Operations by September 1.

cc: RFHWA Ralph M. Phillips
Portland, Oregon

RECEIVED
COUNTY & CITY SECTION
AUG 18 1971
☐ ENGR. ☑ COOR. ☐ CE ☐ AE ☑ UE
☐ UPE ☐ CE ☑ RE ☐ RPE ☐

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 9

A Division of Tamar Electronics, Inc.
ECONOLITE
A Quality Company of LTV Ling Altec, Inc.
3360 E. LA PALMA, ANAHEIM, CALIFORNIA 92806

RECEIVED
JUL 6 - 1971
FOR FILING

T-5010(1)
7459

Wildish Construction
5001 Franklin Boulevard
Eugene, Oregon 97401

Wildish Constr. Co.
#Prime Contractor
#7459

Subject: Clarke Electric
450 West Fifth Avenue
Eugene, Oregon 97401

Project: Oregon State Highway Department: West & Roosevelt
West & Prairie Road

Gentlemen:

This is to advise you that payment in the amount of $7,800.00, as agreed with Mr. Mulheim of Clarke Electric, has been received. This reduces the amount billed - as of May 22, 1971 - to $3,554.00, subject to revision.

Very truly yours,

ECONOLITE, A Division of
Tamar Electronics, Inc.

Richard Cazis

Richard Cazis
Credit Department

rc/km

cc: Clarke Electric
United Pacific Insurance Co.
State of Oregon
L. Keyser, Seattle

RECEIVED
JUN 28 1971
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

RECEIVED
JUN 1971
FOR FILING

ECONOLITE
A DIVISION OF TAMAR ELECTRONICS, INC.
8900 BELLANCA AVENUE / LOS ANGELES, CALIFORNIA 90045

J-5010(1)
7459

REGISTERED MAIL RETURN
RECEIPT REQUESTED
June 4, 1971

Wildish Construction
5001 Franklin Blvd.
Eugene, Oregon 97403

Subject: Clarke Electric
450 West Fifth Avenue
Eugene, Oregon 97401

Project: Oregon State Highway Department: West & Roosevelt
West & Prairie Road

Gentlemen:

Econolite has an existing order from Clarke Electric Company for Signal and/or Lighting equipment for which the total sum invoiced and unpaid is $11,354.00, subject to revision. In the event of non-payment, we will hold you and the Bonding Company responsible for payment.

We wish to advise that this Notice is in no way to be construed as casting a reflection on the financial resources of Clarke Electric Company. This Notice is merely a routine matter and is being done within the framework of our policy and in compliance with the Oregon State Bond Law of June 12, 1957.

Very truly yours,

ECONOLITE, A Division of
Tamar Electronics, Inc.

Richard Cazis

Richard Cazis
Credit Manager

rc/km

cc: Clarke Electric
United Pacific Insurance Co.
State of Oregon Highway Dept.
L. Keyser, Seattle

NOTED
FLOYD OLIERY

Unrein.

OREGON STATE HIGHWAY DEPARTMENT

DIVISION 3

P. O. BOX 1128 • ROSEBURG, OREGON • 97470 • Phone 672-6541 Ext. 241

May 21, 1971

Mr. Al Williams
Traffic Engineer
City Hall
Eugene, Oregon, 97401

Attention: Jeff Webber

Dear Mr. Webber:

As per your request via telephone to Mr. Clark of this office, we have prepared a striping plan for the Prairie Road TOPICS project.

We have at this time a very limited striping capability in the Eugene area. We would appreciate your crews doing this work if possible. This letter is your authority to accomplish this work on State right of way.

If you have any questions, please contact this office.

Very truly yours,

C. T. KEASEY
Regional Engineer

GLC:ejb
cc: F. B. Crandall
Dick Unrein
Dale Allen

RECEIVED
COUNTY & CITY SECTION
MAY 24 1971
ENGR. COOR. CE RE UE
UPE CE RE RPE

MEDIAN ISLAND

JAN. 1971

ITEM SM-

TYPICAL PAINTED MEDIAN MARKING
ALL ANGLES 45°

END TAPER FOR 3 WIDE YELLOW

WIDTH VARIES

10', 20' & 40'
SEE BELOW

4" x 6" PLASTIC MARKERS @15' CTRS.

SPACE @ 40' O.C.

IF FULL WIDTH MEDIAN 500' OR MORE SEE

CARRY TO 50' BEYOND TAPER

END 3" STRIPE

BEGIN 4" BROKEN STRIPE

END 4" BROKEN STRIPE

BEGIN 3" STRIPE

Curb of Island Yellow

Painted Traffic Markers Bordered By 4" Yellow Stripe

10 SP @ 20' O.C.

10 SP @ 10' O.C.

5 SP @ 10' O.C.

TO 50' PAST TRANSITION

180

185

190

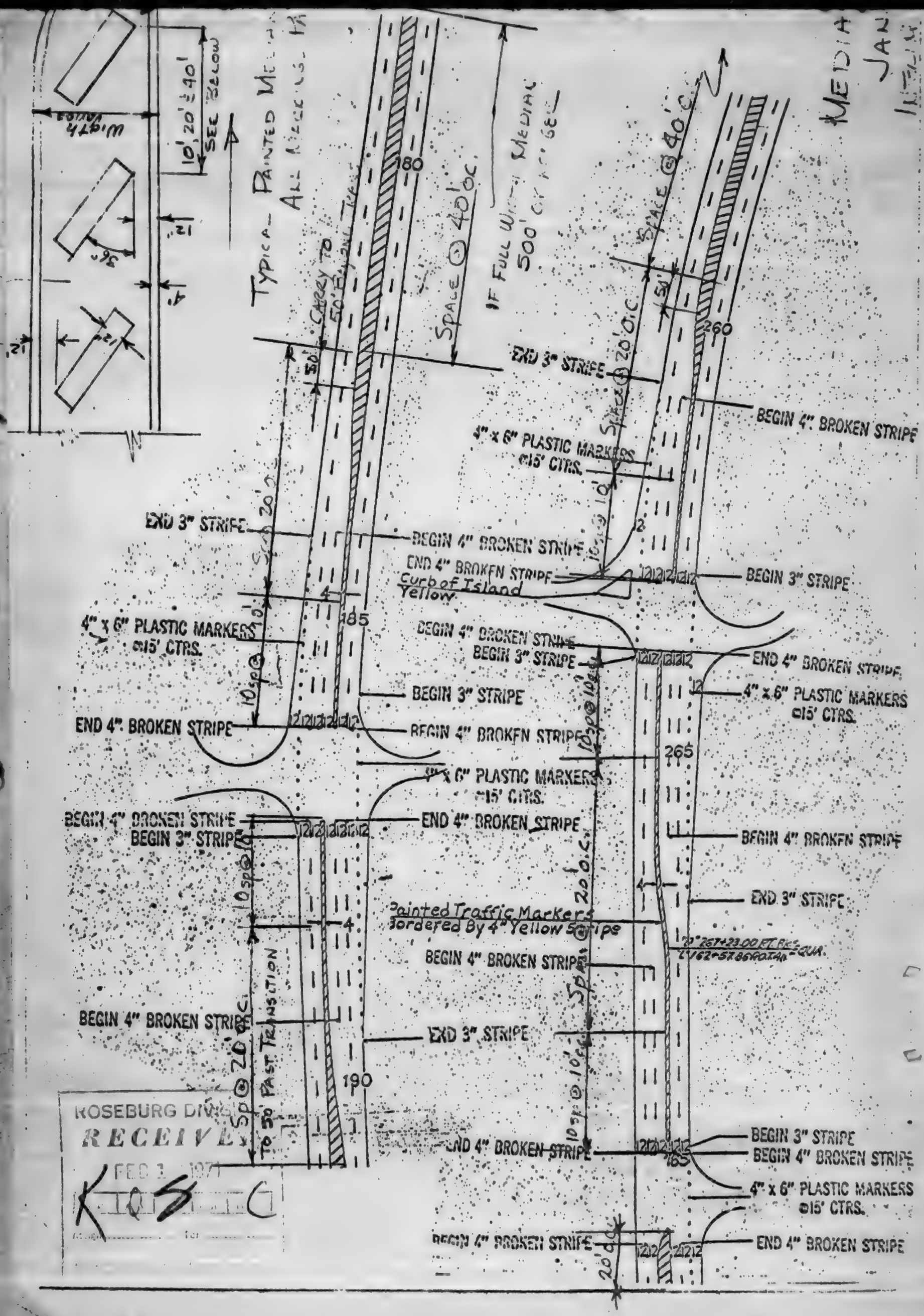
260

265

50'

150'

ROSEBURG DIV.
RECEIVED


Width Varies
10', 20' & 40'
SEE BELOW
36°
12'
4'
12'
TYPICAL PAINTED MEDIAN
ALL MEDIANS
CARRY TO
50' BEYOND
SPACE @ 40' O.C.
IF FULL WIDTH MEDIAN
500' OR MORE
SPACE @ 40' O.C.
MEDIAN
JAN
180
260
50'
END 3" STRIPE
BEGIN 4" BROKEN STRIPE
4" x 6" PLASTIC MARKERS
@15' CTRS.
SPACED @ 20' O.C.
10 SPACES @ 10'
END 3" STRIPE
BEGIN 4" BROKEN STRIPE
END 4" BROKEN STRIPE
Curb of Island
Yellow
BEGIN 3" STRIPE
4
185
4" x 6" PLASTIC MARKERS
@15' CTRS.
10 SPACES @ 10'
BEGIN 4" BROKEN STRIPE
BEGIN 3" STRIPE
END 4" BROKEN STRIPE
BEGIN 3" STRIPE
END 4" BROKEN STRIPE
12 12 12 12 12 12
12
4" x 6" PLASTIC MARKERS
@15' CTRS.
265
4" x 6" PLASTIC MARKERS
@15' CTRS.
BEGIN 4" BROKEN STRIPE
BEGIN 3" STRIPE
END 4" BROKEN STRIPE
12 12 12 12 12 12
10 SPACES @ 10'
20' O.C.
BEGIN 4" BROKEN STRIPE
4
END 3" STRIPE
Painted Traffic Markers
Bordered By 4" Yellow Stripe
BEGIN 4" BROKEN STRIPE
10 SPACES @ 10'
50' O.C.
BEGIN 4" BROKEN STRIPE
END 3" STRIPE
190
TO 50' PAST TRANSITION
10 SPACES @ 20' O.C.
END 4" BROKEN STRIPE
12 12 12 12 12 12
165
BEGIN 3" STRIPE
BEGIN 4" BROKEN STRIPE
4" x 6" PLASTIC MARKERS
@15' CTRS.
BEGIN 4" BROKEN STRIPE
END 4" BROKEN STRIPE
20' O.C.
12 12 12 12
ROSEBURG DIVISION
RECEIVED
FEB 3 1971
K05
C

PRAIRIE RD.
Yellow Diagonal Bars See Attached Drawing for Spacing Det.
PAC. HWY. WEST
Storage Area 150' Lane 507+20 to 508+70
STOP BAR 508+20
End Median 509+70
Begin Median 509+
TAPER SECTION
STA. 501+00 to 509+00

LEGEND

3" Wide White Fog Line ——— ←15'→ 25' ←15'→

4" Wide White Lane Line — — —

4" Wide Yellow No Passing Line ———————

4" Wide Yellow ℄ Stripe — — —

12" Wide White Stop Bar ▬▬

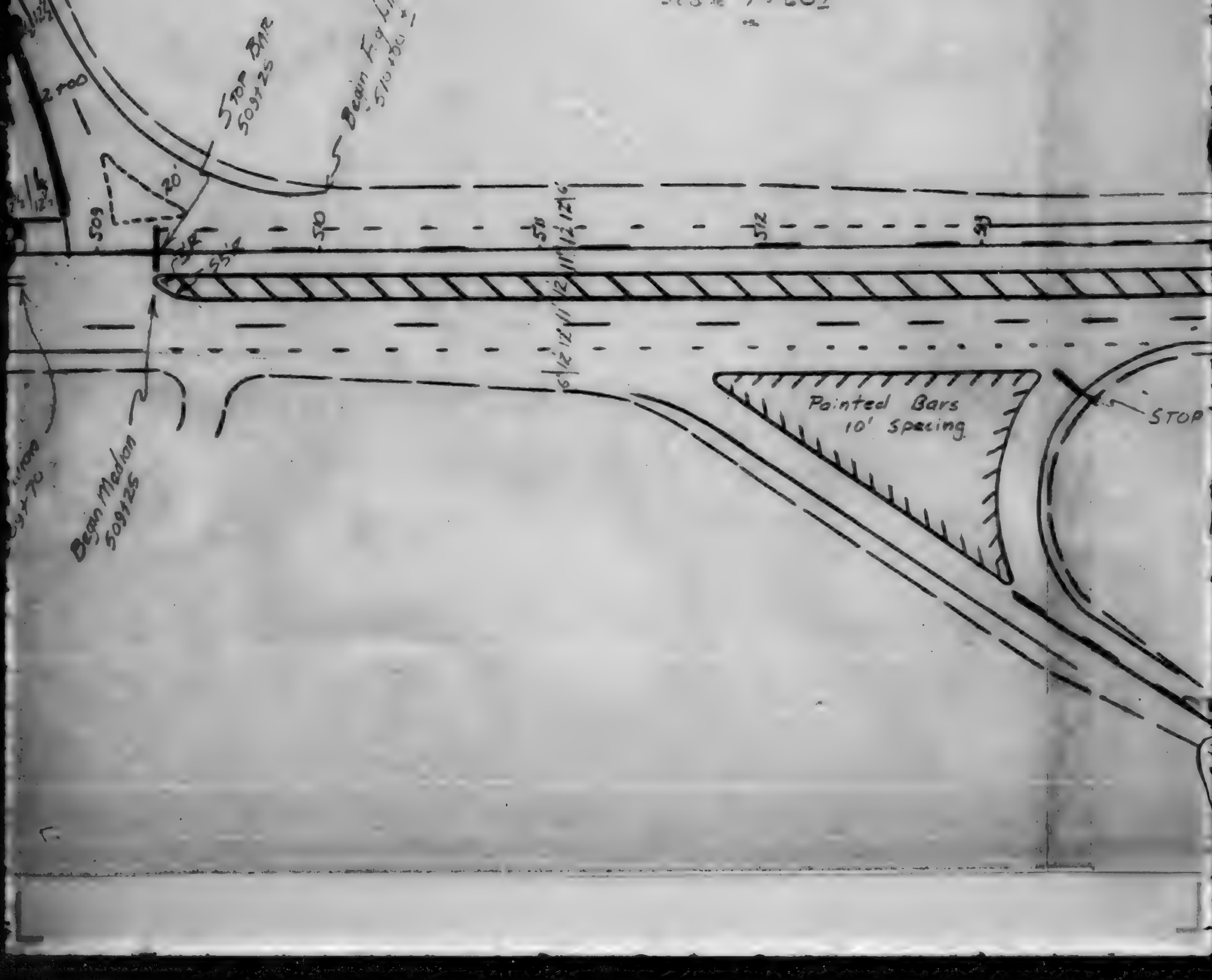
4" Wide White "Dots" . . . . . (4"x6" Stripe at 15' intervals)

White Legends

STRIPING PLAN

PAC. HWY. WEST & PRAIRIE RD.

Scale 1"=60'±



25' + 15' ←

' ← 35' + 15' ←

E RD.

PAC. HWY. WEST

12' 11' 12'

12' 11' 12'

Bars
pacing.

STOP BAR

EMPIRE RD.

RECEIVED
COUNTY & CITY SECTION
MAY 24 1971
☐ ENGR. ☐ COOR. ☐ GE ☐ AE ☑ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

Form E-906—SM

STATE COPY G-2 P

OREGON STATE HIGHWAY DEPARTMENT

T-5010(1)
-1+2-7

APPROVED EFFECTIVE DATE 4-30-71
Contingent upon modification of project agreement if additional funds are required
BY D. K. Hoosier
TITLE Dist. Engineer
DATE 5-12-71
FEDERAL HIGHWAY ADMINISTRATION

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name: Intersection of Pacific Highway West and Roosevelt Boulevard and Pacific Highway West and Prairie Rd. Date: April 21, 19 71

Highway: City Streets Contract No.: 7459

County: Lane Prefix: 20-0602

Contractor: Wildish Construction Company F. A. Project No.: T-5010 (1-2)

Address: P.O. Box 1106, Eugene, Oregon 97401 Order No.: 3

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Removal of soft spots in east taper section, local areas (Roosevelt Boulevard) (as directed by the Engineer)

Location by station numbers: Local areas in east taper section on Roosevelt Boulevard.

Estimate of quantities and cost: See attached breakdown of cost materials: Paid under bit items

equipment:	$124.40
labor:	104.66
	$229.06
% allowance	39.59
Total	$268.65

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Bid items do not cover this extra work.

RECEIVED
MAY 13 1971
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$231,949.50	
Present estimate of project cost, including 268.65 $ for work under this order	$231,949.50	
Expected under-run / over-run amount	$ 0	
Expected under-run / over-run per cent	0	

Submitted by: [signature] Resident Engineer

Approval Recommended: [signature] Construction Engineer or Bridge Engineer

Approval Recommended: [signature] REG. CONSTR. Division Engineer

Approved: [signature] Deputy State Highway Engineer, Assistant State Highway Engineer or

5-14-71

Order No. 70-794

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

SXF-442

In the Matter of the Application of the City of Eugene for authority to relocate and reconstruct Crossing No. 3E-138.3 at grade with the tracks and right of way of Oregon Electric Railway Company at or near Eugene in Lane County in Section 15, Township 17 South, Range 4 West, W. M.

AMENDED ORDER

On November 5, 1970, applicant filed a petition to amend Order No. 70-150 to allow the relocated crossing authorized in the order to be opened prior to the installation of the automatic protection devices required by Order No. 70-150.

The petition for amendment of Order No. 70-150 was served upon the chief engineer and attorneys for Oregon Electric Railway Company and the Oregon State Highway Commission. No objection to the granting of the petition was made by any party.

By letter dated December 2, 1970, applicant agreed, as an interim measure, to move all existing crossing protection from the present locations to proper locations at the relocated and reconstructed Crossing No. 3E-138.3.

Based upon the petition, the files of the commissioner, and the fact that the altered crossing will be an improvement over the existing crossing, it is found that the petition should be granted; it is therefore

ORDERED that:

Order No. 70-150 be amended by deletion of paragraph 9 which reads:

"The crossing shall not be opened to vehicular traffic until such times as the automatic gates and flashing lights are in operation."

And the addition of new paragraphs 9 and 10 which read:

9) The crossing may be opened to vehicular traffic prior to the installation of the automatic protection devices ordered above provided that applicant shall install and maintain two commissioner's standard crossbuck signs, two appropriately placed advance warning signs, and all necessary intersection flashing lights.

10) Authority to use the altered crossing prior to the installation of the automatic protection devices ordered herein shall expire on June 1, 1971, unless otherwise authorized by the commissioner.

Made, ordered and effective DECEMBER 10 1970.

Jan R. Haley
Public Utility Commissioner

PUBLIC UTILITY COMMISSIONER OF OREGON

OREGON STATE HIGHWAY DEPARTMENT

FORM A-170 (3-64)

HIGHWAY DEPARTMENT INVOICE

NO. 104011

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
11-16-70	0[illegible] 12[illegible]		7[illegible]-295

RECEIVED
COUNTY & CITY SECTION
NOV 17 1970
ENGR. COOR. OE AE UE
UPE CE RE RPE

City of Eugene
City Hall
Eugene, Oregon 97401

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Attention: Donald ". Allen, Director of ublic Works			
Final Billing: Preliminary engineering services provided in conjunction with finalizing land and specifications for Contract o. 7459. Topics projects T-4010 (1 & 2). Covered by agreement dated December 1, 1969.			
City's Advance Deposit			600.00
Final Costs:			
Final design (905)		1,[illegible]09.14	
Bridge design (90[illegible])		61.38	
Signing-Traffic (911)		171.18	
rogram & Planning (990)		[illegible]4.14	
[illegible]		[illegible]	1,593.84
Cash Received with Request: $----------			
Amount Due State----------			993.84

ACKNOWLEDGMENT OF BILLING REQUEST

NOV 16 1970

☑ ENGR. ☐ COOR. ☒ OE ☒ AE ☑ UE
☑ OPE ☑ CE ☒ RE ☒ RPE ☐

OREGON STATE HIGHWAY DEPARTMENT

Form A-191—(7-68)
EP°F294

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to:
City of Eugene
City Hall
Eugene, Oregon 97401
Attention of
Mr. Donald P. Allen
Director of Public Works

Request No. (assigned by staff engineer or head of division) cc 1244

Date November 16, 1970

Payer's Order No. (if any)

Department Order No. (if any)
(Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

Final Billing: Preliminary engineering services provided in conjunction with finalizing plans and specifications for Contract No. 7459. TOPICS projects T-5010(1&2).

Covered by agreement dated December 1, 1969.

Itemized Statement:

Quantity	Unit	Description	Unit Price	Amount
		City's advance deposit		600.00
		Final costs:		
		Final design (905)	1,009.14	
		Bridge design (906)	61.38	
		Signing-Traffic (911)	171.18	
		Program and Planning (920)	24.14	
		Specifications (921)	328.00	1,593.84
		AMOUNT DUE STATE		$ 993.84

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Department to guarantee payment, indicate the amount of the deposit. $600.00

Is this a partial or final request for billing? Final

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Give the number of the last previous request in connection with this same service.

Credit distribution:
7943-295

Submitted by:
Richard Unrein

Approved:
Division Engineer

Approved:
Department Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the division engineer to the staff engineer or division head. Staff engineer or division head will forward original copy to the Accounting Division. Additional copies may be prepared for and retained by the division office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Division.

RECEIVED
DEC 2 1970
OFFICE OF
STATE HIGHWAY ENGINEER

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

APPROVED EFFECTIVE DATE 10-7-70
Contingent upon modification of project agreement if additional funds are required
BY [signature]
Engineering Coordinator

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

DATE 11-30-70

FEDERAL ADMINISTRATION October 23, 1970

Project Name Intersection of Pacific Highway West and Roosevelt Boulevard and Pacific Highway West and Prairie Rd.

Highway City Streets

County Lane

Contractor Wildish Construction Company

Address P. O. Box 1106, Eugene, Oregon 97401

Contract No. 7459

Prefix 20-0602

F. A. Project No. T-5010(1-2)

Order No. 2

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Removal of soft spots in existing 8½ inch A.C. base, local areas. (Roosevelt Boulevard) (As directed by the engineer)

Location by station numbers: Local areas on Roosevelt

Estimate of quantities and cost: See attached breakdown of cost.

Materials:	Paid Under Bid Items
Equipment:	$253.75
Labor:	221.15
	$474.90
+ Percentage Allowance.	82.29
Total	$557.19

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Bid items do not cover this extra work.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$ 231,949.50
Present estimate of project cost, including $ 557.19 for work under this order	$ 231,949.50
Expected under-run / over-run amount	$ 0
Expected under-run / over-run per cent	0

Space to right of this line is for use of Salem Office

Submitted by: [signature] Resident Engineer

Approval Recommended: [signature] Division Engineer

NOTED TOM EDWARDS

Approval Recommended: [signature] Construction Engineer or Bridge Engineer

Approved: [signature] Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer

RECEIVED
OCT 22 1970
FOR rights
I-5010(1)
7454

October 21, 1970

46

Mrs. Scott Hill
931 River Road
Eugene, Oregon 97402

Dear Mrs. Hill:

We have previously responded to your letter of September 11 concerning the intersection of Highway 99W and Prairie Road.

The second part of your letter concerning a memorial to your father, Herbert R. Glaisyer (whom I always considered a fine friend), has been discussed with members of the Highway Commission and the State Parks and Recreation Advisory Committee.

You will probably recall that the freeway between Salem and Portland was once known as the Baldock Freeway and the section through Sullivan Gulch in Portland as the Banfield Freeway. As these became parts of the Interstate System, it was necessary because of federal regulations to remove the identifying signs and without proper signing, the memorials become somewhat meaningless and are eventually forgotten. It is because of this federal prohibition on posting sections of the Interstate System in honor of individuals that the Highway Commission has been reluctant to continue to establish such memorials.

I hope you understand that this is in no way an indication or expression that the Commission would not like to honor Herb, but they feel that this method is not truly effectual. I will, however, keep the matter alive and if something comes up that would seem appropriate, I will be glad to discuss it with the Highway Commission again.

Sincerely yours,

R. L. Porter
State Highway Engineer

cc: Floyd Query
Tom Edwards
Lloyd P. Shaw
A. E. Johnson
Victor D. Wolfe

RLP:fn sr

RECEIVED
OCT 12 1970
FOR FILING
1459

October 9, 1970

96

Mrs. Scott Hill
931 River Road
Eugene, Oregon 97402

Dear Mrs. Hill:

Mr. Query forwarded your letter of September 11 concerning the intersection of Prairie Road and 99W northerly of Eugene to this office for reply.

This intersection is currently being improved under a cooperative Federal-State program with the end result to be a more direct crossing to replace the sharp angle entry now existing and to include also the installation of two-phase fully actuated traffic signals interconnected with the railroad signal system.

I am sure that this will greatly improve the safety of this intersection.

Very truly yours,

R. L. Porter
State Highway Engineer

By

Tom Edwards
Deputy State Highway Engineer

TE:ja

bc R. L. Porter
A. E. Johnson
Victor D. Wolfe
R. N. Bothman

Scott Hill Photography

Professional Photographers

931 RIVER ROAD EUGENE, OREGON 97402 688-0890

September 11, 1970

Mr. Cecil Head
c/o Oregon State Highway Commission
State Office Building
Salem, Oregon

Dear Cecil:

I am not sure how requests are handled. Perhaps these go directly to Mr. Floyd Query. If so, will you please.....

First, I am sure the Commission is well aware of the congestion and need for changes at the approaches in Eugene at the entrances of Prairie Road and Highway 99W adjacent to the Southern Pacific Railroad Freight Offices. However, may I make several observations as a resident of the River Road area.

There is no "stop" signal on Highway 99W from the 4-Corners-Highway 99W intersection at the over-pass until the Beltline Road and Highway 99W intersection. At Prairie Road there is an amber "warning" signal for cars on the highway. People entering from the side roads have a "stop" sign and signal flashing.

The approaches from both the East and the West are on sharp angles. Unless there is fog visibility is good both North and South. The approach from the East has a railroad crossing within 150 feet of the highway, also on an angle. During the after-work hours it is almost impossible to cross from East to West on the highway Cars are backed 10 and 12 or more waiting for an opportunity to enter the highway to proceed either North or South.

Lighting has been improved, but accidents are frequent at and near the intersection. Most of them have been minor, but the potential for a fatal accident is apparent when you are familiar with the situation.

People on Highway 99W have not had to watch for light signals since the overpass at 4-Corners. At the posted speed 40-45mph they are not aware of the intersection until they are almost there. Many of us in the River Road area take longer alternate routes when we can. During the rainy season visibility is definitely bad.

Anything the Commission can do to help this crossing would be appreciated by our area.

My second thought is about my father, Herbert B. Glaisyer. State parks, wayside parks and rest areas have been named for members of the State Highway Commission in the past. Since he was the Secretary for the Commission for so many years, was a national officer in WASHO for many years, we wondered if there wasn't some way he could also be remembered,. He made contributions to the state's highway system, too. He was the resident engineer in Junction City when the highway between there and Monroe was surveyed and built. Every time we travel that route we are reminded that to this day there have been no changes in the surveying of that particular highway. I am not sure how to approach the request for a Memorial, but I feel such a one would certainly be appropriate. I am sure you personally, Cecil, remember how many times father went "beyond the call of duty" to help people and projects for the state.

See above Names.

We were sorry to hear about Al. I knew how successful the eye operation had been and hoped he could enjoy the rest of his life without illness. I am writing to Alene, although she may already know. Best wishes to you and your family.

Thank you for your courtesy.

Yours very truly,

Edith Hill

Mrs. Scott Hill
(nee Edith Glaisyer)

RECEIVED
SEP 1 1970
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

☐ ENGR. ☑ GEOR. ☑ OE ☒ RE ☑ UE
☑ DPE ☑ CE ☒ RE ☐ RPE ☐

cc: F. B. Klaboe
F. L. Hall
F. B. Crandall
L. H. Young
I. D. Merchant
V. E. Skoog

SALEM, OREGON
October 9, 1970

Mr. C. T. Keasey
Region 3 Engineer
Roseburg, Oregon

TOPICS-Eugene
Preliminary Engineering Costs

As you are aware, the State and the City of Eugene entered into a letter-form agreement dated December 1, 1969 regarding preliminary engineering for TOPICS projects. One condition of the agreement states that the City will submit an advance deposit of $600 with each submission of plans and specifications to cover costs incurred by State in finalizing the plans and specifications and bringing the project to the contract award stage.

Total charges through September 30, 1970 for the City's first TOPICS project on Pacific Highway West in northwest Eugene are as follows:

Final design (905)	$1,009.14
Bridge design (906)	61.38
Signing-Traffic (911)	171.18
Program & Planning (920)	24.14
Specifications (921)	328.00
TOTAL	$1,593.84

We were all cognizant of the fact that the initial submissions would be somewhat foreign to our normal procedures and would most likely involve additional work. This office has discussed the above charges with the Design and Specifications personnel and they believe that there can be a considerable savings of time and effort if the preliminary data from the field would more closely follow our standard procedures. One factor brought out was that the plans were on vellum paper instead of Federal Aid milar sheets as stipulated in the letter-form agreement. Also, Title and Summary sheets and Title blocks were not of our standard form.

These items are brought to your attention as the City of Eugene should forward future preliminary TOPICS plans through the Region 3 office. Our Design Section believes that there would be considerable merit in going over preliminary plan preparation with the City again to standardize the efforts as much as possible. They believe that the specifications could also be standardized to a greater extent.

Richard Unrein
Urban Engineer
County and City Section

RU:ljt

RECEIVED
OCT 6 - 1970
UTILITY UNIT

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

378-4511
XXXXXX

7459

October 2, 1970

Oregon Electric Railway Company
1101 N.W. Hoyt Street
Portland, Oregon 97207

ATTN: Mr. H. F. Moy

Re: Railroad Work
Prairie Road Grade Crossing
Pacific Highway West
Lane County
Project No. T-5010(1)

Gentlemen:

The work detailed in Exhibit "C" of the agreement between the Railroad and the City of Eugene dated June 30, 1970, has been approved by the State and the Federal Highway Administration. You are hereby authorized to proceed with the work as of August 6, 1970.

Please contact Mr. C. E. Angermayer of the City of Eugene, 777 Pearl Street, Eugene, Oregon 97401, Phone: 342-5221, at least three days prior to beginning work so that your work may be coordinated with that of the State's contractor.

Reimbursement for the work performed on and subsequent to August 6, 1970, will be made subject to the provisions of PPM 30-4, and all supplements thereto, upon receipt of your statement of charges. Please be sure to include the beginning and completion dates of the work in the bill.

Very truly yours,

F. D. Morgan
Construction Engineer

By: T. W. Litchfield

T. W. Litchfield
Railroad & Utility Engineer

TWL:djg
cc: R. E. Simpson
A. E. Johnson
V. L. Gallagher (w/attach) (2)
V. E. Skoog "
C. E. Angermayer " "
C. T. Keasey " "
J. E. Holcomb "

Note to C. T. Keasey: Please have a State Force Order prepared and submitted for this work. Return one copy of Exhibit "C" with SFO.

NOTED
A. E. JOHNSON

RECEIVED
OCT 5 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 28 1970
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

T-5010(1)

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

September 22, 1970

Mr. H. F. Moy
Regional Manager Engineering
Burlington Northern
1101 N. W. Hoyt Street
Portland, Oregon 97207

Dear Mr. Moy:

Attached hereto are five copies of the "Railroad Pre-emption Sequence" that will be used at Pacific Highway West and Prairie Road.

This sequence has become our standard for signal pre-emption with the railroad paralleling the main traveled route, and as such has been incorporated into the Highway Division's standard specifications. When a sequence deviates from these standards, it would be detailed on the plans or placed with the Special Provisions. The flashing yellow indication is used to release any vehicles stopped on the track upon pre-emption.

We hope this is the information you require. If further information is desired, please do not hesitate to call on this office.

Very truly yours,

F. B. Klaboe
Assistant State Highway Engineer

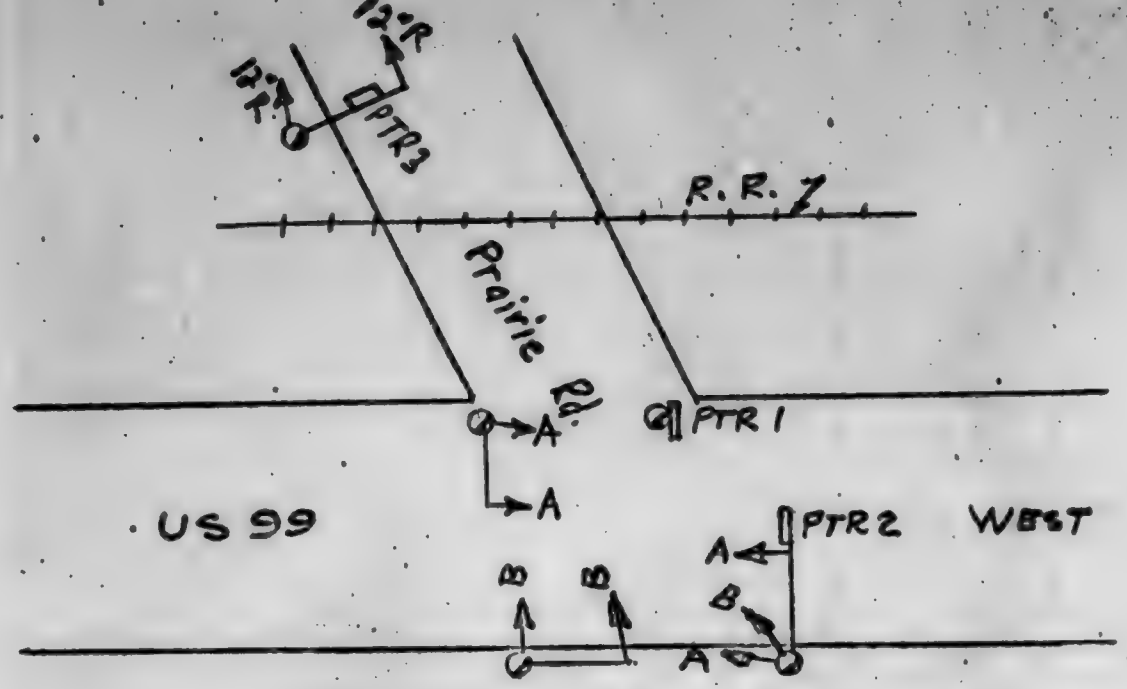
By

L. E. George
Operations Engineer

LEG:mk
Attachment
bc: F. B. Klaboe
F. D. Morgan

RECEIVED
SEP 22 1970
OFFICE OF
STATE HIGHWAY ENGINEER

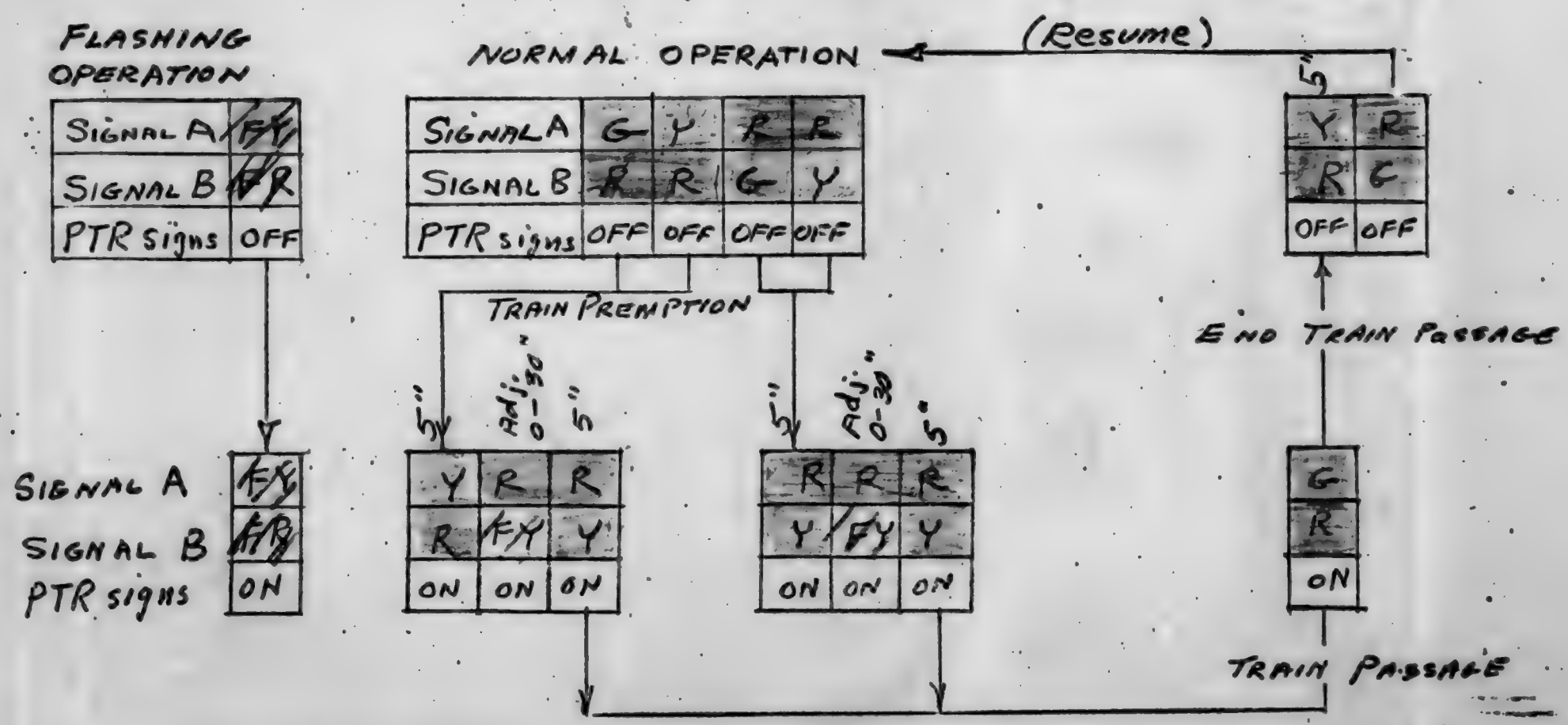
RAILROAD PREMTION SEQUENCE
Pacific Hwy West at Prairie Rd.
Eugene - Lane Co.



SIGNAL HEADS & SIGN DESIGNATIONS
No Scale

PTR SIGN LEGENDS

PTR-1 "NO RIGHT TURN"
PTR-2 "NO LEFT TURN"
PTR-3 "STOP HERE ON TRAIN SIGNAL"



BURLINGTON NORTHERN

ENGINEERING DEPARTMENT
Portland Region

1101 Northwest Hoyt Street
Portland, Oregon 97207
Telephone (503) 228-9111

September 17, 1970

Mr. F. D. Morgan
Construction Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Attention: Mr. T. W. Litchfield
Railroad & Utility Engineer

Dear Sir:

Reference is made to the improvement of Prairie Road Crossing of the Oregon Electric Railway (No. 3E-138.30) in the vicinity of Highway No. 99 just north of Eugene, which matter was covered by PUC Order No. 70-150.

We have received set of plans from the Oregon State Highway Division dated June 26, 1970, but these did not include detail of pre-emption phase of the intertie between the railway crossing signals and the traffic light signals on Highway 99. The pre-emption phase should provide for placing the traffic lights governing south bound vehicles on Prairie Road at the stop position upon pre-emption and should also provide for the release of automobiles stopped for entry onto Highway 99 in the event that a multiple number of vehicles are waiting and are backed up across the railway tracks.

It is requested that you furnish me phase diagram of traffic lights showing railroad pre-emption cycle so that it may be reviewed by our Director Signal Engineering for approval of the pre-emption connection.

Very truly yours,

H. F. Moy
Regional Manager Engineering

RAO/rr
0366-4-2

Copy to Val Johnson

Routing

Morgan
Decker
Bond
Walker
Bochme
Johnsen

RECEIVED
SEP 18 1970
CONSTRUCTION DIVISION

Press
Swan
Glenn
1 Litchfield
Gallagher
Stein

NOTED
TRAFFIC CONTROL
SEP 21 1970

RECEIVED
SEP 18 1970

T-5010 (1)
7459

September 17, 1970

Mr. Bert S. Teitzel
Resident Engineer
Department of Public Works
777 Pearl Street
Eugene, Oregon 97401

Contract No. 7459
Intersections of Pacific Highway West and Roosevelt Blvd. and Pacific Highway West and Prairie Road
City Streets - City of Eugene
FAP Nos. T-5010(1), T-5010(2)

Dear Mr. Teitzel:

Herewith enclosed are forms relative to contractor's payments. Following is a brief descriptive listing of the enclosures:

1. Progress Estimate and Cost Report (2 copies) - The work done by the contractor is to be entered on this form and one copy submitted to Mr. C. T. Keasey, Regional Engineer, Roseburg, on or about the 10th of each month. We request you do not submit an estimate if the payment amount is less than $500. Retain the second copy for your files. Two copies of this updated pay estimate form will be mailed direct to your office on or about the 25th of each month following your submission of the pay estimate. Also enclosed will be a copy of the payment voucher for your files.

2. Progress Estimate Payment Procedures.

3. Materials Report, Form PR-47. This report is to be completed by the contractor and each of his subcontractors. The completed reports are to be submitted by you upon completion of all contract work. This report is a Federal Highway Administration requirement and final payment to the contractor will be withheld until received in our Salem office.

Please contact our Regional Office if any assistance is needed in preparation of the enclosed forms.

Very truly yours,

F. D. Morgan
Construction Engineer

By
John A. Bond
Construction Administration Engineer

Enclosures
VG:fw

cc C. T. Keasey

RECEIVED
SEP 28 1970
FOR FILING

FORM FR-1240
(REV. 9-67)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: T-5010(1)

STATE PROJECT NO.: PRARIE ROAD - TOPICS

FROM: R. E. SIMPSON, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.:

ITEM NO.: T-3

COUNTY NAME: LANE

PROGRAM STAGE (Check): [ ] 1 [X] 2

TO: T-5010(1)
74157

9-16-70

MR. R. L. PORTER
STATE HIGHWAY ENGINEER
SALEM, OREGON

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER
	AUGUST 6, 1970	FAP - TYPE II SYSTEM - EUGENE CITY STREET

LIMITS OF AUTHORITY

OUR JULY 22, 1970 AUTHORIZATION TO PROCEED WITH THE SUBJECT PROJECT IS HEREBY AMENDED EFFECTIVE AUGUST 6, 1970 TO INCLUDE WORK BY THE OREGON ELECTRIC RAILWAY AS DESCRIBED IN THE JUNE 30, 1970 RAILROAD AGREEMENT WITH THE CITY OF EUGENE - ESTIMATED AT $18,892.00.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- [X] OTHER (Specify) WORK BY OREGON ELECTRIC RAILROAD ESTIMATED AT $18,892.00
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

THIS AUTHORIZATION IS GRANTED IN RESPONSE TO THE REQUEST IN MR. LITCHFIELD'S SEPTEMBER 10, 1970 LETTER. THE RAILROAD AGREEMENT WAS REVIEWED AND APPROVED ON AUGUST 6, 1970.

young
copy to Litchfield
9-23-70

RECEIVED
SEP 22 1970
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
SEPT. 16, 1970	[signature]	for DIVISION ENGINEER

PREVIOUS EDITION MAY BE USED UNTIL SUPPLY IS EXHAUSTED.

STATE COPY

Form Approved; Budget Bureau No. 04-R2809

MONTHLY TRANSACTION NO.	DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION BUREAU OF PUBLIC ROADS	STATE
9-53	**FEDERAL-AID PROJECT AGREEMENT**	Oregon
PROJECT REPORT NO.	*(PPM 21-7)*	COUNTY
3	9-16-70	Lane
		PROJECT NO.
		F-5010(1)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator and the Director of Public Roads relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Pacific Hwy. W. and Roosevelt Blvd. (Eugene)

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	7-22-70	0.199
OTHER *(Specify)*		

FUNDS Pro Rata 63.54%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 107,101.00	$ 67,510.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By M K Klabo

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

By A L Green
(Division Engineer)

For: R. E. Simpson

Date executed by Division Engineer SEP 16 1970

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Bureau of Public Roads.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Bureau of Public Roads and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Bureau of Public Roads.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Bureau of Public Roads the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Bureau of Public Roads the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Bureau of Public Roads, any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the rights-of-way of the Interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds.

(b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Bureau of Public Roads, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Bureau of Public Roads.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national origin. The contractor will take affirmative action to ensure that applicants are employed, and that employees are treated during employment without regard to their race, color, religion, sex, or national origin. Such action shall include, but not be limited to the following: employment, up-

Oregon State Highway Division

Federal Aid
Project No. T-5010(1)

PACIFIC HIGHWAY WEST AND ROOSEVELT BLVD.

CITY STREETS IN EUGENE, LANE COUNTY

Salem, Oregon, September 11, 1970

Project agreement estimate.

Type Code 6201
Roadway ("KW" Line Sta. 5+30 thru EQ 0+00 on KE Line to Sta. 5+20)

Temporary Protection and Direction of Traffic	All Required (60%)		$ 7,200.00
Removal of Structures and Obstructions	All Required (60%)		3,000.00
General Excavation	All Required (60%)		7,200.00
Coarse Aggregate Base	400 cu.yd.	3.25	1,300.00
3/4"-0 Aggregate Base	100 cu.yd.	4.00	400.00
Class "B" Asphalt Concrete	4,300 ton	7.25	31,175.00
10-inch Culvert Pipe	150 lin.ft.	5.00	750.00
12-inch Culvert Pipe	550 lin.ft.	7.00	3,850.00
Special Pipe Connections	6 only	75.00	450.00
Concrete Manholes	5 only	450.00	2,250.00
Concrete Inlets, Type CG-1	7 only	220.00	1,540.00
Concrete Curbs	1,500 lin.ft.	2.45	3,675.00
Extra for Asphalt Approaches	11 only	300.00	3,300.00
Adjusting Manholes	2 only	50.00	100.00
Traffic Signal Installation, Complete, (Pacific Hwy. W. at Roosevelt Blvd.)	All Required		28,600.00
			$ 94,790.00
Flagging (60% of Contractor's Cost)	All Required		$ 1,500.00
Erosion Control	All Required (60%)		300.00
			$ 1,800.00
	Subtotal		$ 96,590.00
	10% Engr. & Cont.		9,659.00
	Total		$ 106,249.00

Length of Project - - - - - - - - - - 0.199 mile
Cost of Roadway per mile - - - - - $533,914.57

Retained in Program Status

Testing Lab Fees	All Required (60%)	$ 600.00
Salvage & Relay 6" Sewer Pipe	All Required	175.00
	Subtotal	$ 775.00
	10% Engr. & Cont.	77.00
	Total	$ 852.00

Summary of Funds

Description	Total Cost	Federal Funds	State Funds	City Funds
Roadway	$106,249.00	$67,510.00	$19,369.00	$19,369.00
Retained in Program	852.00	540.00	156.00	156.00
Total	$107,101.00	$68,050.00	$19,525.00	$19,525.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

G-2-41%
G-9-20%

Contract No. 7459

Prefix 20-0602

PACIFIC HIGHWAY WEST AND ROOSEVELT BLVD.

Nonparticipating - City Work

6-inch Sewer Pipe	240 lin.ft.	6.50	$ 1,560.00
8-inch Sewer Pipe	650 lin.ft.	10.95	7,117.50
48-inch Sewer Pipe	840 lin.ft.	36.50	30,660.00
Installing Pipe Under Railroad	75 lin.ft.	52.00	3,900.00
Concrete Manholes	5 only	450.00	2,250.00
			$ 45,487.50

Additional Items

Construct Concrete Collar	All Required	$ 25.00
Construct Pipe Carry Throughs	All Required	800.00
		$ 825.00
		$ 46,707.50

STATE COPY

Form Approved; Budget Bureau No. 04-R2809

MONTHLY TRANSACTION NO.	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION BUREAU OF PUBLIC ROADS	STATE
9-52		Oregon
PROJECT REPORT NO.	**FEDERAL-AID PROJECT AGREEMENT**	COUNTY
3	*(PPM 21-7)* 9-11-70	Lane
		PROJECT NO.
		F-5010(2)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator and the Director of Public Roads relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Pacific Hwy. W. and Prairie Road (Eugene)

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	7-22-70	0.166
OTHER *(Specify)*		

FUNDS Pro Rata 63.54%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 85,553.00	$ 54,359.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By R K Moore

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

By _____
(Division Engineer)

For: R. E. Simpson

Date executed by Division Engineer SEP 16 1970

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Bureau of Public Roads.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Bureau of Public Roads and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Bureau of Public Roads.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Bureau of Public Roads the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Bureau of Public Roads the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Bureau of Public Roads, any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the rights-of-way of the Interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds.

(b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Bureau of Public Roads, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Bureau of Public Roads.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national origin. The contractor will take affirmative action to ensure that applicants are employed, and that employees are treated during employment without regard to their race, color, religion, sex, or national origin. Such action shall include, but not be limited to the following: employment, up-

Oregon State Highway Division

Federal Aid
Project No. T-5010(2)

PACIFIC HIGHWAY WEST AND PRAIRIE ROAD

CITY STREETS IN EUGENE, LANE COUNTY

Salem, Oregon, September 11, 1970

Project agreement estimate.

Type Code 6201
Roadway ("M" Sta. 6+00 to Sta. 1+25.84) ("S" Sta. 0+00 to Sta. 4+00)

Temporary Protection and Direction of Traffic	All Required (40%)		$ 4,800.00
Removal of Structures and Obstructions	All Required (40%)		2,000.00
General Excavation	All Required (40%)		4,800.00
Coarse Aggregate Base	445 cu.yd.	3.25	1,446.25
3/4"-0 Aggregate Base	155 cu.yd.	4.00	620.00
Class "B" Asphalt Concrete	3,650 ton	7.25	26,462.50
Guard Rail, Type 1	55 lin.ft.	6.00	330.00
Concrete Islands	25 cu.yd.	65.00	1,625.00
Extra for Asphalt Approaches	2 only	300.00	600.00
Traffic Signal Installation, Complete, (Pacific Hwy. W. at Prairie Road)	All Required		14,600.00
			$ 57,283.75
Flagging (60% of Contractor's Cost)	All Required (40%)		$ 1,000.00
Railroad Protective Cost	All Required		400.00
Erosion Control	All Required (40%)		200.00
Work by Oregon Electric Railway Co.	All Required		18,892.00
			$ 20,492.00
	Subtotal		$ 77,775.75
	10% Engr. & Cont.		7,777.25
	Total		$ 85,553.00

Length of Project - - - - - 0.166 mile
Cost of Roadway per mile - $515,379.51

Retained in Program Status

Testing Lab Fees	All Required (40%)		400.00
			$ 400.00
	10% Engr. & Cont.		40.00
	Total		$ 440.00

Summary of Funds

Description	Total Cost	Federal Funds	State Funds	Other Funds
Roadway	$85,553.00	$54,359.00	$14,597.00	$16,597.00
Retained in Program	440.00	278.00	81.00	81.00
Total	$85,993.00	$54,637.00	$14,678.00	$16,678.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

G-1-39%

Contract No. 7459

Prefix 20-0602

R.R. PROTECTIVE COST - O.E.R.R.

PRAIRIE ROAD GRADE CROSSING

Figure one flagman for two weeks

Section Foreman @ $638.47/month

Wages 1/2 x 638.47 =	$319.24
+ 39% payroll additives	124.50
Total	$443.74

State will stand $400.00 R.R. Protective Cost

Work by Oregon Electric Railway Company

Communications Work	$ 360.00
Signal Work	10,887.00
Track & Crossing Work	8,977.00
Risk Insurance	572.00
Subtotal	$20,796.00
Less Salvage Credit	(1,904.00)
Total	$18,892.00

RECEIVED
SEP 15 1970

FOR FILE

T-5010 C
7459

September 15, 1970

Wildish Construction Co.
P. O. Box 1106
Eugene, Oregon 97401

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7459 for grading, paving, and signals at intersections of Pacific Highway West and Roosevelt Boulevard and Pacific Highway West and Prairie Road in Lane County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cr
Enclosure

cc United Pacific Insurance Co.
415 S. W. 10th Ave.
Portland, Oregon 97205

United Pacific Insurance Co.
P. O. Box 1216
Tacoma, Washington 98401

Frank Morgan
Ivan Marchant
C. T. Keasey
Bert S. Teitzel

RECEIVED
SEP 4 • 1970
FOR FILING

I-5010(1)
7459

September 4, 1970

Wildish Construction Co.
P. O. Box 1106
Eugene, Oregon 97401

Gentlemen:

Enclosed are three copies of Contract No. 7459 for $197,561.25 awarded to you by the State Highway Commission on August 18, 1970. This contract is for grading, paving and signals at the intersections of Pacific Highway West and Roosevelt Boulevard and Pacific Highway West and Prairie Road in Lane County.

Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin September 17, 1970.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cr
Enclosures

bc: F. D. Morgan
I. D. Merchant
C. T. Keasey
Bert S. Teitsel

OREGON STATE HIGHWAY DEPARTMENT

FORM A-150 (3-64)

HIGHWAY DEPARTMENT INVOICE

NO. 103142

DATE	BILLING REQ. NO.	YOUR ORDER NO.
8-27-70	C[illegible] 1223	

CREDIT DISTRIBUTION

20-[illegible]-249

- City of Eugene
- City Hall
- Eugene, Oregon 97401

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Attention: Donald P. Allen, Director of ublic Works			
Advance Deposit			82,900.00
Partial transfer of the advance deposit for construction of the Pacific Highway West at Prairie Road and Roosevelt Boulevard. Topics Project in the City of Eugene. Contract # 7459 covered by agreement dated 3-17-70			65,000.00
To be retained			17,900.00

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $----------

By----------

RECEIVED
COUNTY & CITY SECTION
AUG 27 1970

☐ ENGR. ☑ COOR. ☐ OE ☐ AE ☑ UE
☑ UPE ☐ CE ☑ RE ☐ RPE ☐

TOPICS

OREGON STATE HIGHWAY DEPARTMENT

Form A-131—(7-68)
SP&R 7264

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: City of Eugene
City Hall
Eugene, Oregon 97401
Attention of Mr. Donald P. Alden
Director of Public Works

Request No. (assigned by staff engineer or head of division) cc 1222
Date August 26, 1970
Payer's Order No. (if any)
Department Order No. (if any) (Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

RECEIVED
COUNTY & CITY SECTION
AUG 26 1970
ENGR. ☑ COOR. ☑ OE ☒ AE ☑ UE
☑ UPE ☑ CE ☑ RE ☒ RPE ☐

Itemized Statement: Advance Deposit $82,900

Quantity	Unit	Description	Unit Price	Amount
		Partial transfer of the advance deposit for construction of the Pacific Highway West at at Prairie Road and Roosevelt Boulevard TOPICS Project in the City of Eugene. Contract # 7459		
		Covered by agreement dated 3-17-70		$ 65,000
		To be retained		$ 17,900

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Department to guarantee payment, indicate the amount of the deposit. $82,900

Is this a partial or final request for billing? Partial

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Give the number of the last previous request in connection with this same service.

Credit distribution: 20-0602-299
~~530-1041-295~~

Submitted by: Richard Bladorn

Approved:
Division Engineer

Approved:
Department Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the division engineer to the staff engineer or division head. Staff engineer or division head will forward original copy to the Accounting Division. Additional copies may be prepared for and retained by the division office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Division.

RECEIVED
AUG 24 1970

I-5010(1)
7459

August 19, 1970

Hildish Construction Co.
P. O. Box 1106
Eugene, Oregon 97401

Gentlemen:

The State Highway Commission on August 18, 1970, accepted your proposal for channelization and traffic signals at intersections of Pacific Highway West and Roosevelt Boulevard and Pacific Highway West and Prairie Road in Eugene for the sum of $197,561.25. The Commission referred it to the State Highway Engineer with authority to award the contract as soon as the City of Eugene approves the project and deposits $82,900.

Later that same day clearance was received and the State Highway Engineer awarded you the project, which has been assigned Contract No. 7459.

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

Floyd Quary, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Reed, Assistant Secretary

fkm
cc Pacific Builder & Engineer, Inc., Seattle
Daily Journal of Commerce, Seattle & Portland

Frank Morgan
Ivan Merchant
C. T. Keasey
Ellis Jones
Wm. Geibel (SAIF)

TOPICS

bc R. L. Porter
Tom Edwards
F. B. Klaboe
L. H. Young
F. D. Morgan
C. T. Keasey

August 17, 1970

Mr. Donald P. Allen
Director of Public Works
City Hall
Eugene, Oregon 97401

RECEIVED
COUNTY & CITY SECTION
AUG 17 1970
ENGR. COOR. CE AE UE
UPE CE RE RPE

Dear Don:

On August 13, 1970, a satisfactory bid was received from the Wildish Construction Company of Eugene for the TOPICS project on Pacific Highway West at Prairie Road and Roosevelt Boulevard. The anticipated cost based upon the contractor's bid is as follows:

Total Bid Items		$197,561.25
Additional Anticipated Items		24,400.00
	TOTAL	$221,961.25
Contingencies (4½%)		9,988.25
	TOTAL	$231,949.50
100% City Items (Nonparticipating)		45,662.50
TOPICS Participation Items		$186,287.00

City's Advance Deposit

1. 100% City Items		$ 45,662.50
2. 20% TOPICS Items		37,256.40
	TOTAL	$ 82,918.90
3. Less credit for purchase of State's right of way obligation		25.00
		$ 82,893.90

Please make this advance deposit (rounded to $82,900.00) by check or warrant payable to the Oregon State Highway Commission and forward to this office.

Very truly yours,

H. S. Cox
County and City Engineer

By RICHARD BLADORN
Richard Bladorn
Urban Program Engineer

RB:lat

RECEIVED
SEP 4 - 1970
FOR FILING

T-5010(1)
7459

August 18, 1970

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
477 Cottage Street N.E.
Salem, Oregon

Dear Sir:

Confirmation of your tentative concurrence as of August 18, 1970, is requested in the award of contract for the Pacific Highway W.-Roosevelt Blvd. and Pacific Hwy. W.-Prairie Road Sections, Project Nos. T-5010(1) and T-5010(2).

The contractor receiving the award is Wildish Construction Co., in the amount of $197,561.25, with Contract No. 7459 assigned. This bid was received on August 13, 1970, and awarded on August 18, 1970.

All right of way or rights of entry have been acquired.

The low bidder completed the Anti-Collusion Statement included in our proposal, as required by PPM 21-6.1, and it will be retained in a permanent proposal file.

All necessary arrangements have been made for all utility work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the state contractor's operations.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

Federal Highway Administration Endorsement
Date_____

I concur in the award.

R. E. Simpson
Division Engineer

DAR:ia

PACIFIC HWY. WEST AND ROOSEVELT BLVD. AND

PACIFIC HWY. WEST AND PRAIRIE ROAD INTERSECTIONS

LANE COUNTY

Federal-Aid Project Nos. T-5010(1)
and T-5010(2)
Channelization and Traffic Signals

Bids Received August 13, 1970

1.	Temporary Protection and Direction of Traffic	All Specified		$ 6,250.00	12,000
	ROADWORK				
2.	Removal of Structures and Obstructions	All Specified		1,000.00	5000
3.	General Excavation	All Specified		12,000.00	12000
4.	Coarse Aggregate Base	845 cu.yds.	4.50 3.25	3,802.50	2746.25
5.	3/4" - 0 Aggregate Base	255 cu.yds.	4.75 4.00	1,211.25	1020
6.	Class "B" Asphalt Concrete	7,950 tons	8.00 7.29	63,600.00	57,970.50
7.	10-inch Culvert Pipe	150 lin.ft.	5.25 5.00	787.50	750
8.	12-inch Culvert Pipe	550 lin.ft.	6.50 7.00	3,575.00	3850
→ 9.	6-inch Sewer Pipe	240 lin.ft.	3.00 6.50	720.00	1560
→ 10.	8-inch Sewer Pipe	650 lin.ft.	3.75 10.95	2,437.50	7117.50
→ 11.	48-inch Sewer Pipe	840 lin.ft.	40.00 36.50	33,600.00	30,660
12.	Special Pipe Connections	6 only	50.00 75	300.00	450
→ 13.	Installing Pipe Under Railroad	75 lin.ft.	75.00 52.00	5,625.00	3900
(5) → 14.	Concrete Manholes	10 only	300.00 450	3,000.00	4500/2250
15.	Concrete Inlets, Type CG-1	7 only	175.00 220	1,225.00	1540
16.	Guard Rail, Type 1	55 lin.ft.	3.50 6.00	192.50	330
17.	Concrete Curbs	1,500 lin.ft.	1.50 2.45	2,250.00	3675
18.	Concrete Islands	25 cu.yds.	45.00 65	1,125.00	1625
19.	Extra for Asphalt Approaches	13 only	50.00 300	650.00	3900
20.	Adjusting Manholes	2 only	100.00 50	200.00	100
	TRAFFIC SIGNALS				
21.	Traffic Signal Installation, Complete (Pacific Hwy. West at Roosevelt Blvd.)	All Specified		29,000.00	28,600
22.	Traffic Signal Installation, Complete (Pacific Hwy. West at Prairie Rd.)	All Specified		23,000.00	14,600
		For Comparison of Bids		$ 195,551.25	197,361.25
					- 45,487.50
					152,073.75

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		$ 195,551.25	197 561.25
Anticipated Additional Items:			
Flagging (State Share)	$ 2,500.00		
Railroad Protective Costs	400.00		
Other Raolroad Costs	19,000.00		
Concrete Collar	25.00		
Pipe Carry-Throughs	800.00		
→ Salv. & Relay 6" Sewer Pipe	175.00 ←		
Erosion Control	500.00		
Testing Lab Fees	1,000.00		
		24,400.00	24,400
		$ 219,951.25	221 961.25
Cont. (4 1/2%)		9,897.81	9 988.26
Estimated Net Authorization, Constr.		$ 229,849.06	231 949.51 45 662.50 186287.01

100% city items 45,487.50 ←
175
TOTAL 45,662.50

City share 20% (186,287) = 37,257.40
+45 662.50
~~Advance deposit~~ $ 82,918.90
21
Less R/w credit
Advance Deput $82,900

GENERAL INSURANCE COMPANY OF AMERICA
4347 Brooklyn Avenue Northeast
Seattle, Washington 98105
SAFECO INSURANCE GROUP

BID RESULTS

PROJECT # 10 — Intersections of Pacific Hwy West & Roosevelt Blvd & Pacific Hwy West & Prairie Road in Eugene
LANE COUNTY

OWNER: Oregon State Highway Department

DATE: August 13, 1970 PAGE: 1 of 2

Eugene Wildish Const. Co. 197,561.25 (960.00)
2. Eugene Sand & Gravel 198,525.75 (1,35)
3.
4.
5.
6.
7.

8.
9.
10.
11.
12.
13.
14.

QUANTITY		DESCRIPTION	Item No.	#1 UNIT PRICE	#2 UNIT PRICE	#3 UNIT PRICE
	L.S.	Temp. Protection & Direction of Traffic	1	12,000	6,141	
		ROADWORK				
	L.S.	Removal of Structures & Obstructions	2	5,000	500	
	L.S.	General Exc.	3	12,000	18 718	
845	C.Y.	Coarse Aggregate Base 2,746.25	4	3.25	5.00	4225.00
255	C.Y.	3/4" - 0 Aggregate Base 1020	5	4.00	6.90	1759.50
7,950	Tons	Cl. "B" Asphalt Conc. 57 637.50	6	7.25	7.75	61 612.50
150	L.F.	10" Culvert Pipe 750	7	5.00	8.00	1200
550	L.F.	12" Culvert Pipe 3850	8	7.00	8.25	4537.50
240	L.F.	6" Sewer Pipe 1560	9	6.50	9.75	2340
650	L.F.	8" Sewer Pipe 7117.50	10	10.95	12.85	8352.50
840	L.F.	48" Sewer Pipe 30,660	11	36.50	39.50	33,180
6	Only	Special Pipe Connections 450	12	75.00	40.00	240
75	L.F.	Install. Pipe Under R.R. 3900	13	52.00	38.25	2868.75
10 (5)	Only	Conc. Manholes 4500	14	450	380	3800
7	Only	Conc. Inlets, Type CG-1 1540	15	220	195	1365
55	L.F.	Guard Rail, Type 1 330	16	6.00	5.00	275
1,500	L.F.	Conc. Curbs 3675	17	2.45	2.75	4125
25	C.Y.	Conc. Islands 1625	18	65	50	1250

100% of items

SAFECO Insurance Company of America, registered trademark owner.

GENERAL INSURANCE COMPANY OF AMERICA
4347 Brooklyn Avenue Northe
Seattle, Washington 98105
SAFECO INSURANCE GROUP

BID RESULTS

PROJECT # 10 — Intersections of Pacific Hwy West & Roosevelt Blvd & Pacific Hwy West & Prairie Road in Eugene
LANE COUNTY

OWNER: Oregon State Highway Department

DATE: August 13, 1970 PAGE: 2 of 2

1. Wildish
2. Eugene
3.
4.
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12.
13.
14.

QUANTITY		DESCRIPTION	Item No.	#1 UNIT PRICE	#2 UNIT PRICE	#3 UNIT PRICE
13	Only	Extra for Asphalt Approaches 3900	19	300	50	650
2	Only	Adjusting Manholes 100	20	50	100	200
		TRAFFIC SIGNALS				
	L.S.	(Pacific Hwy. West at Roosevelt Blvd.) Traffic Signal Install. Comp.	21	28,600	27,557	
	L.S.	(Pacific Hwy. West at Prairie Rd.) Traffic Signal Install. Comp.	22	14,600	13,767	
				197,561.25	198 668.75	
					error	
					198 525.75 Bid	

S-403 R9 9/69 PRINTED IN U.S.A.

© SAFECO Insurance Company of America, registered trademark owner.

OREGON STATE HIGHWAY DEPARTMENT

JOB NO. [illegible]10

Summary of Bids Received and Construction Authorization

Project [illegible] + ROOSEVELT BLVD + PAC HWY W + PRAI

Highway

County [illegible]

F. A. Project No. T [illegible] 510001
T 51000P

Engineer's Estimate 195,551.25

Date Bids Received 08/13/71

NAME AND ADDRESS OF BIDDER	AMOUNT OF BID
1 [illegible] CONSTRUCTION CO	197,551.25
2 [illegible] AND + GRAVEL, INC [illegible] 97601	198,663.75

CONSTRUCTION AUTHORIZATION

Contract amount . . . . . $ 197,961.25

Additional anticipated items:

[illegible]	[illegible]
[illegible]	[illegible]
[illegible]	[illegible]
[illegible]	[illegible]
[illegible]	[illegible]
[illegible]	[illegible]
[illegible]	[illegible]
[illegible]	[illegible]

ENGINEER'S RECOMMENDATION

County [illegible]

Date Bids Received 08/13/71

	NAME AND ADDRESS OF BIDDER	AMOUNT OF BID
1	HILDRETH CONSTRUCTION CO [illegible]	197,561.25
2	[illegible] SAND + GRAVEL, INC [illegible]	198,663.75

[illegible]

CONSTRUCTION AUTHORIZATION

Contract amount	$ [illegible]
Additional anticipated items:	
[illegible]	[illegible]
[illegible]	[illegible]
[illegible]	[illegible]
[illegible]	[illegible]
[illegible]	[illegible]
[illegible]	[illegible]
[illegible]	[illegible]
Subtotal	$ [illegible]
Contingencies and engineering (12½%)	9,988.25
Subtotal	$ 231,949.50
Credit for maintenance rock	
Net construction authorization	$ 231,949.50

ENGINEER'S RECOMMENDATION

[illegible]
Deputy State Highway Engineer

[illegible]
[illegible] Highway Engineer

[illegible]
[illegible] B.P.R.

OREGON STATE HIGHWAY DEPARTMENT

JOB NO. 10

Summary of Bids Received and Construction Authorization

Project P.C. HWY 2 + ROOSEVELT BLVD + PAC HWY W + PRAI

F. A. Project No. T 510001
1 510002

Highway

Engineer's Estimate 195,551.21

County

Date Bids Received 08/13/70

NAME AND ADDRESS OF BIDDER	AMOUNT OF BID
1 [illegible] CONSTRUCTION CO	197,561.25
2 [illegible] + GRAVEL, INC	198,663.75

CONSTRUCTION AUTHORIZATION

Contract amount . . . . . $ 197,561.25

Additional anticipated items:

FLAGGING/STATE STAFF	[illegible]
RAILROAD PROTECTIVE COSTS	400.00
OTHER RAILROAD COSTS	[illegible]
CONTRACT ITEMS	[illegible]
PIPE CULVERT INCREASES	[illegible]
SAW & VALLEY GUTTER	[illegible]
PRECISE CONTROL	[illegible]
TESTING LAB COSTS	[illegible]

Subtotal $ 198,961.25

ENGINEER'S RECOMMENDATION

County [illegible] Date Bids Received [illegible]

NAME AND ADDRESS OF BIDDER	AMOUNT OF BID
1 [illegible] CONSTRUCTION CO	197,561.25
2 [illegible] SAND + GRAVEL, INC [illegible]	198,663.75

CONSTRUCTION AUTHORIZATION

Contract amount	$ [illegible]
Additional anticipated items:	
[illegible]	[illegible]
[illegible] COSTS	400.00
[illegible] COSTS	[illegible]
[illegible]	[illegible]
[illegible]	[illegible]
[illegible]	[illegible]
[illegible]	[illegible]
Subtotal	$ 221,961.25
Contingencies and engineering (12½%)	9,988.25
Subtotal	$ 231,949.50
Credit for maintenance rock	
Net construction authorization	$ 231,949.50

ENGINEER'S RECOMMENDATION

[illegible] County State Highway Engineer

[illegible] State Highway Engineer

Lane

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

DATE: August 6, 1970

In reply refer to: 08-35-EC

TO : Mr. R. L. Potter, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project T-5010(1)
Prairie Road TOPICS Project - Eugene, Oregon
Railroad Agreement - City of Eugene and Oregon
Electric Railroad Company

Klaboe

The June 3 agreement between the City of Eugene and the Oregon Electric Railroad Company involving the reconstruction of the Prairie Road Crossing within the subject project has been reviewed and is hereby approved as requested in Mr. Cox' August 4 letter subject to the following conditions: None of the maintenance obligations either stated or implied by this agreement are eligible for Federal participation.

It appears that the City has committed themselves and the State to somewhat broader obligations than are normally considered for this type of agreement.

REFERRED TO Young-Cox 8-11-70
By Asst. State Hwy. Engr.

Copy to: T.W. Litchfield
C.T. KEASEY

RECEIVED
COUNTY & CITY SECTION
AUG 11 1970
ENGR. COOR. LE AE UE
UPE CE RE RPE

NOTED
TOM EDWARDS

RECEIVED
AUG 7 1970
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
F. B. KLABOE

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

FORM H-00 (REV. 10-00)

Mr. Cox

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem 97310
August 5, 1970

RECEIVED
COUNTY & CITY SECTION
AUG - 6 1970
ENGR. COOR. DE AE UE
UPE CE RE RPE

SUBJECT: Right of Way Status Report
Bid Opening
August 13, 1970

To: Mr. Tom Edwards
Deputy State Highway Engineer

B U I L D I N G

BIDS TO BE OPENED AUGUST 13, 1970

BAKER COUNTY: Baldock Slough Sand Shed located on the Baker-Copperfield Hwy. about one mile east of Baker. State Project. Clear.

BAKER COUNTY: N. Huntington Interchange Sand Shed located 2 miles north of Huntington on the Huntington Highway. State Project. Clear.

CLACKAMAS COUNTY: Hubbard Interchange Section of Pacific Highway south of Wilsonville. FAP No. I-5-5(47)283. 1.14 miles grading, paving, structures, signing and illumination. Clear.

CLATSOP COUNTY: Fort Stevens State Park located about 10 miles west of Astoria. State Project. Paving. Clear.

DOUGLAS COUNTY: S. Umpqua River (Oak Ave.) Bridge on FAS 241 in Roseburg. FAP No. SU-481 (4). County to acquire.

GILLIAM COUNTY: Arlington Maintenance Station on the John Day Highway. State Project. Clear.

HARNEY COUNTY: Frenchglen Highway-Wildlife Headquarters Section of FAS 824 (Sod House Road). FAP No. S-577(1). 5.69 miles grading and paving. County to acquire.

JACKSON COUNTY: Prospect Sand Shed on County Road about 44 miles north of Medford. State Project. Clear.

KLAMATH COUNTY: Willamette Pass Maintenance Station on the Willamette Highway about 68 miles southeast of Eugene. State Project. Clear.

LAKE COUNTY: Twenty Mile Creek (Twenty Mile) Bridge on FAS 902 about 43 miles southeasterly of Lakeview. FAP No. S-575(1). Structure. County to acquire.

LAKE COUNTY: Lakeview Sand Shed on the Klamath Falls-Lakeview Highway at Lakeview. State Project. Clear.

LANE COUNTY: Intersections of Pacific Highway West and Roosevelt Boulevard and Pacific Highway West and Prairie Road in Eugene. FAP No. T-5010(1) and T-5010(2). Channelization and traffic signals. City to acquire.

TOPICS

BP*52479-734

7459 Pac. Hwy. W. & Roosevelt Blvd. & Prairie Rd Inters. (Channel. & Traf. Sig.)#]

C9A 3912
C9A 3913

OREGON STATE HIGHWAY DEPARTMENT
SALEM, OREGON

SCHEDULE OF ADVANCE DEPOSITS

COUNTY AND CITY

MONTH ENDING JULY 31, 1970

RECEIVED
COUNTY & CITY SECTION
AUG - 4 1970
☐ ENGR. ☑ COOR. ☐ CE ☐ AE ☑ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

DATE	DEPOSITOR	PURPOSE	FILE #	AMOUNT
7 08 69	BAKER COUNTY	FAS 506		5,000.00
01 14 70	CLACKAMAS COUNTY	FAS 133		1,000.00
04 16 70	CITY OF EUGENE	TOPICS		600.00
04 30 70	CITY OF GERVAIS	CITY ALLOTMENT		1,725.00
09 11 69	GRANT COUNTY	FAS 12-104		20,000.00
06 17 70	CITY OF HALSEY	CITY ALLOTMENT		3,420.00
01 22 69	HOOD RIVER COUNTY	FAS 341		7,000.00
08 13 69	JACKSON COUNTY	FAS 15-101		7,000.00
01 29 70	JACKSON COUNTY	FAS 15-100		1,000.00
11 25 69	KLAMATH COUNTY	FAS 415		7,000.00
05 14 68	LANE COUNTY	FAS 859		55,000.00
03 10 70	LANE COUNTY	FAS 860		40,000.00
04 25 69	LINN COUNTY	FAS 701		10,000.00
06 11 70	CITY OF MADRAS	CITY ALLOTMENT		3,636.00
09 09 69	MALHEUR COUNTY	FAS 23-103		6,000.00
03 30 70	MALHEUR COUNTY	FAS 23-103		5,000.00
07 03 69	MARION COUNTY	FAS 741		15,000.00
11 23 69	MARION COUNTY	FAS 130		5,000.00
05 15 70	MARION COUNTY	FAS 741		10,000.00
05 06 70	CITY OF MAUPIN	CITY ALLOTMENT		10,230.00
12 11 69	CITY OF MEDFORD	TOPICS		1,000.00
08 22 67	MULTNOMAH COUNTY	RR OVERCROSSING	FS940	22,000.00
07 28 69	MULTNOMAH COUNTY	FAS 940		16,000.00
05 21 70	CITY OF MYRTLE CREEK	CITY ALLOTMENT		191,365.00
07 23 70	CITY OF NEWPORT	TOPICS		600.00
07 31 70	CITY OF NORTH PLAINS	CITY ALLOTMENT		4,792.00
12 23 69	CITY OF ONTARIO	TOPICS	TS023	400.00
01 23 70	CITY OF PENDLETON	TOPICS		800.00
06 11 70	CITY OF PHOENIX	CITY ALLOTMENT		2,550.00
09 12 69	POLK COUNTY	FAS 915		11,000.00

TOPICS

FORM PR-1240
(REV. 3-67)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

LETTER OF APPROVAL AND/OR AUTHORIZATION

7-28-70

FEDERAL AID PROJECT NO.
T-5010(1) & T-5010(2)

STATE PROJECT NO.

FROM:
R. E. SIMPSON, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.

ITEM NO.
T-3 & T-4

COUNTY NAME
LANE

PROGRAM STAGE (Check)
[ ] 1 [XX] 2

TO:

MR. R. L. PORTER
STATE HIGHWAY ENGINEER
SALEM, OREGON

RECEIVED
COUNTY & CITY SECTION
AUG - 6 1970
[✓] ENGR. [✓] COOR. [✓] [X] [✓] UE
[✓] UPE [✓] CE [ ] RE [✓] RPE [ ]

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
7-22-70	7-22-70	TOPICS (CITY OF EUGENE)

STATE ROUTE NUMBER
PACIFIC HIGHWAY WEST - ROOSEVELT BLVD. AND
PACIFIC HIGHWAY WEST - PRAIRIE ROAD

LIMITS OF AUTHORITY

AFTER CONCURRENCE IN AWARD YOU ARE AUTHORIZED TO PROCEED WITH CONTRACTOR'S FLAGGING IN AMOUNT OF $2,500; EROSION CONTROL IN AMOUNT OF $500 AND RAILROAD PROTECTIVE SERVICES IN AMOUNT OF $400 AS SHOWN IN YOUR ESTIMATES.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

[ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

[ ] PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

[X] OTHER (Specify)
CONTRACTOR'S FLAGGING $2,500
EROSION CONTROL $ 500
RAILROAD PROTECTIVE SERVICES $ 400

[ ] ACQUISITION OF RIGHT-OF-WAY

[XX] CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

[ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

MR. YOUNG'S JUNE 29, 1970 REQUEST AND CERTIFYING STATEMENTS ARE ACCEPTED. PS&E DOCUMENTS FOR THE SUBJECT PROJECTS HAVE BEEN REVIEWED AND ARE APPROVED.

THE STANDARD SPECIFICATIONS FOR WELDED HIGHWAY BRIDGES AND INCIDENTAL STRUCTURES, JULY 1970 ISSUE, ARE APPROVED FOR USE ON THESE PROJECTS.

OUR AUTHORIZATION IS CONDIETIONED TO YOUR CERTIFICATION THAT THE CITY OF EUGENE HAS ACQUIRED ALL RIGHTS OF ENTRY AND ALL RIGHRS OF WAY PRIOR TO OUR CONCURRENCE IN AWARD.

A SIGNED COPY OF THE TITLE SHEET IS RETURNED HEREWITH.

8-4-70

RECEIVED

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
7-28-70		DIVISION ENGINEER

PREVIOUS EDITION MAY BE USED UNTIL SUPPLY IS EXHAUSTED.

Cox

Noted
Oscar H. Norberg

RECEIVED
JUN 29 1970
FOR FILING

bc F. B. Klaboe
L. H. Young
C. T. Keasey

OREGON STATE HIGHWAY DEPARTMENT

T-5010(1)
7459

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

June 25, 1970

Mr. Donald P. Allen
Director of Public Works
City Hall
Eugene, Oregon 97401

Dear Don:

We have determined an estimated cost for the proposed TOPICS project on the Pacific Highway West @ Prairie Road and Roosevelt Boulevard which is presently scheduled for our July 23, 1970, bid opening. The following is a tabulation of the estimated total cost and advance deposit that will be required from the City:

Total Bid Items		$195,550
Additional Anticipated Items (RR etc.)		24,400
	TOTAL	$219,950
Contingencies (4½%)		9,900
	TOTAL	$229,850
100% City Items (Non-participating)		46,040
TOPICS Participation Items		$183,810

City's Advance Deposit

1. 100% City Items		$ 46,040
2. 20% of TOPICS Items		36,760
	TOTAL	$ 82,800
3. Less Credit for Purchase of State's R/W obligation		25
	TOTAL	$ 82,775

This estimate will be revised upon opening of bids and you will be notified of the advance deposit amount required prior to award of a contract. Please keep the estimate confidential.

Very truly yours,

H. S. Cox
County and City Engineer

By
Richard Unrein
Urban Engineer

RECEIVED
JUN 26 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RU:lat

Intersections of
Pacific Hwy. West & Roosevelt Blvd.
Pacific Hwy West and Prairie Road

Cost Estimate

Item No.	Item	Unit	Quantity	Unit Price	Total Cost
1	Temporary Protection and Direction of Traffic	Lump Sum	All Spec.		6,250
	ROADWORK				
2	Removal of Structures and Obstructions	Lump Sum	All Spec		1000
3	~~Excavation~~ General Excavation	Lump Sum	All Spec		12,000
4	Coarse Aggregate Base	Cu. Yd	845	4 50	3802 50
5	3/4-0 Aggregate Base	Cu. Yd.	255	4 75	1211 25
6	Class "B" Asphalt Concrete	Ton	1950	8 00	63,600
7	~~Asphalt for Levelling~~				
8	10-inch Culvert Pipe	Lin Ft.	150	5 25	787 50
9	12-inch Culvert Pipe	Lin Ft	550	6 50	3,575 00
10	* 6-inch Sewer Pipe	Lin. Ft.	240	3 00	720
11	*8-inch Sewer Pipe	Lin Ft	650	3 75	2,437 50
12	*16-inch Sewer Pipe	Lin Ft.	840	40	33,600
13	Special Pipe Connections	Each	6	50	300
14	* Installing Pipe Under Railroad	Lin Ft.	75	75	5,625
15	Concreted Manholes	Each	10	300	3000
16	Concrete Inlets, Type CG-1	Each	7	175	1,225
17	Guard Rail, Type 1	Lin Ft	55	3 50	192 50
18	Concrete Curbs	Lin Ft.	1500	1 50	2,250
19	Concrete Islands	Cu. Yd.	25	45 00	1125
20	Extra for Asphalt Approaches	Each	13	50	650
21	Adjusting Manholes	Each	2	100	200
					43,551 25
	TRAFFIC SIGNALS				
22	Traffic Signal Installation, Complete (Pacific Hwy West at Roosevelt Blvd.)	Lump Sum	All Spec.		29,000
23	Traffic Signal Installation, Complete (Pacific Hwy West at Prairie Rd.)	Lump Sum	All Spec.		23,000 00
Allowance Items	RR Prof. Costs 400			Subtotal	105,551 25
	Other RR. Costs 14,000			Allowance Items	24,400
	Testing Lab Fees 4000.				219,951 25
	Flagging 2500.				
	Const. Conc. Collar 25.				9,897 81
	Const. Pipe Corss Throughs 800.		4% Contin.		
	* Sal. and Re-lay 6" Sewer Pipe 6175				229,849 06
	Erosion Control 1500.				

NOTED
H. S. COX

MEMO TO FILES

June 24, 1970

Re: TOPICS-Eugene
Non-participating Items
Roosevelt Blvd. @ Pacific Hwy. West

As indicated in the City of Eugene's letter of April 14, 1970, which accompanied the submission of preliminary plans for TOPICS project on the Pacific Hwy. West @ Prairie Road and Roosevelt Blvd.; some items that will be included in the proposed contract will be non-participating items.

These items involve the construction of a sanitary sewer line and a 48-inch storm sewer for future use which are not essential to the present design of the Roosevelt Blvd. portion of the proposed TOPICS project. These items should be so noted on the summary sheet of the plans. The City of Eugene will be providing, at its sole cost, construction engineering in connection with the construction of the entire project.

Richard Unrein
Urban Aid Engineer
County and City Department

RU:ljt

cc: D. J. Barbee
C. G. Swenson
F. D. Morgan
C. T. Keasey
R. N. Chase
B.P.R.

NOTED
HAROLD
REYNOLDSON

NOTED
MAINOR C. HOLMES

NOTED

NOTED
R. H. PRANGE

Noted
Oscar H. Norberg

NOTED
RICHARD BLADORN

NOTED

Intersections of
Pacific Hwy. West & Roosevelt Blvd.
Pacific Hwy West and Praire Road

Cost Estimate

Items No.	Item	Unit	Quantity	Unit Price	Total Cost
1	Temporary Protection and Direction of Traffic	Lump Sum	All Spec.		6,250
	ROADWORK				
2	Removal of Structures and Obstructions	Lump Sum	All Spec		1000
3	~~Excavation~~ General Excavation	Lump Sum	All Spec		12,000
4	Coarse Aggregate Base	Cu. Yd	845	4 50	3802 50
5	3/4-0 Aggregate Base	Cu. Yd.	255	4 75	1,211 25
6	Class "B" Asphalt Concrete	Ton	7950	8 00	63,600
7	~~Asphalt for Curb~~				
8	18-inch Culvert Pipe	Lin. Ft.	150	5 25	787 50
9	12-inch Culvert Pipe	Lin Ft	550	6 50	3,575 00
10	* 6-inch Sewer Pipe	Lin. Ft.	240	3 00	720
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17	Guard Rail, Type 1	Lin. Ft	55	3 50	192 50
18	Concrete Curbs	Lin. Ft.	1500	1 50	2,250
19	Concrete Islands	Cu. Yd.	25	45 00	1125
20	Extra for Asphalt Approaches	Each	13	50	650
21	Adjusting Manholes	Each	2	100	200
					43,551 25
	TRAFFIC SIGNALS				
22	Traffic Signal Installation, Complete (Pacific Hwy. West at Roosevelt Blvd.)	Lump Sum	All Spec		29,000
23	Traffic Signal Installation, Complete (Pacific Hwy. West at Praire Rd.)	Lump Sum	All Spec		23,000 00
	Sub Total				195,551 25
	Allowance for Additional Items				24,400
					219,951 25
	Contingencies 4½%				9,897 81
					229,849 06

Additional Items

RR. Prof. Costs	400
Other RR. Costs	19,000
Testing Lab Fees	1000.
Flagging	2500.
Const. Conc. Collar	25.
Const. Pipe Culv. Through	800.
* Salv. and Re-lay 6" Sewer Pipe	175
Erosion Control	500.

M.H.'s

2 Storm "A"
3 C&E Sanitary
5

RAILROAD contribution =
$19,000 ← City cost

6-25-80

R/W ?
o Don ALLEN stated Roscoe
Blvd. that only $50 was optioned
for one parcel. The drainage
easement for $0.00, etc.

NOTED
H. S. COX

MEMO TO FILES

June 24, 1970

Re: TOPICS-Eugene
Non-participating Items
Roosevelt Blvd. @ Pacific Hwy. West

As indicated in the City of Eugene's letter of April 14, 1970, which accompanied the submission of preliminary plans for TOPICS project on the Pacific Hwy. West @ Prairie Road and Roosevelt Blvd.; some items that will be included in the proposed contract will be non-participating items.

These items involve the construction of a sanitary sewer line and a 48-inch storm sewer for future use which are not essential to the present design of the Roosevelt Blvd. portion of the proposed TOPICS project. These items should be so noted on the summary sheet of the plans. The City of Eugene will be providing, at its sole cost, construction engineering in connection with the construction of the entire project.

Richard Unrein
Urban Aid Engineer
County and City Department

RU:ljt

cc: D. J. Barbee
C. G. Swenson
F. D. Morgan
C. T. Keasey
R. N. Chase
B.P.R.

NOTED
HAROLD
REYNOLDSON

NOTED
MAINOR C. HOLMES

NOTED

NOTED
R. H. PRANGE

Noted
Oscar H. Norberg

NOTED
RICHARD BLADORN

NOTED

RECEIVED
JUN 24 1970
FOR FILING

T-5010(1)
7459

Mr. Klaboe

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem 97310
June 22, 1970

SUBJECT: Right of Way Status
Topics Project
July 23, 1970, Bid Opening

To: Mr. L. H. Young
Program and Planning
Engineer

B U I L D I N G

I certify that to the best of my knowledge the following statement is correct with regard to the right of way for the above project scheduled for contracting on the above date.

On the following project all rights of way and rights of entry are being acquired by the City of Eugene. As the right of way is for the city streets involved and not for the Pacific Highway West, it will be retained by the City. There will be no displacement.

Prairie Rd. and Roosevelt Blvd. at Pacific Hwy. West Lane Co.
Grade, Pave, Signals, R. R. Gates

The City expects to have possession and all rights of entry and rights of access of this project prior to the date we request Bureau concurrence in the award of the contract.

This certification does not include right of way, rights of access, or rights of entry that are being purchased from utilities or railroads as part of agreements being handled by the Utilities Section. These will be certified separately by the Utilities Engineer.

John R. Oakes
Assistant Right of Way Engineer

JRO:GZ

cc F. B. Klaboe
V. E. Skoog
T. W. Litchfield
W. H. Haskin
Duane Ridings
Frank Lowe
M. R. Mitchell

RECEIVED
JUN 24 1970
OFFICE OF
STATE HIGHWAY ENGINEER

BP*52476-734

cc: J.R. Oakes
C.G. Swenson
R.N. Chase
C.T. Keasey

Oregon State Highway Commission
State Highway Building
Salem, Oregon 97310

Attention: County and City Department

SUBJECT: Federal Aid Project No. T-5010 (1 & 2)

Highway No. Pacific Highway West, No. 1W

Project Name
Prairie Rd. and Roosevelt Blvd. @ Pacific Hwy. W.

1. We hereby certify that, to the best of our knowledge and belief, all rights-of-way or rights-of-entry for the above referred to Federal-aid project have been secured.

2. We hereby certify that: (check two)

☒ There has been no displacement of persons from residences, farms, or businesses; or

☒ That all incidental charges related to the transfer of property have been paid by City pursuant to subsection 507 of Section 30 of the Federal-aid Highway Act of 1968.

☐ In accordance with Section 30 of the Federal-aid Highway Act of 1968, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals and families have been relocated to, or offered, decent, safe, and sanitary housing.

3. We hereby certify that the occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to Federal-aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Eugene, Oregon,

this 19th day of June, 1970.

RECEIVED
JUN 22 1970
ENGINEER
COUNTY & CITY DIVISION

City of Eugene

Lester E. Anderson
Mayor

By [illegible]

[illegible]
Assistant Recorder

(5/12/70)

RECEIVED
JUN 18

Form FHWA-121 (12-67)

UNITED STATES GOVERNMENT

FOR FI

Memorandum

T-5010(1)

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

7459

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem, OR 97308

DATE: June 16, 1970

In reply refer to: 08-35-EC

SUBJECT: Oregon Project T-5010(1) & T-5010(2)
Roosevelt Blvd. & Prairie Rd. Projects, Eugene

Location/Design approval in accordance with the requirements of Paragraph 10 of PPM 20-8 is given effective June 16, 1970 for the construction of the subject TOPICS projects.

This approval is based on the Design report, preliminary plans and related data submitted with Mr. Young's June 10, 1970 letter.

REFERRED TO

By A... State Hw... Engr.

6-18-70

NOTED
F. B. KLINGE

RECEIVED
JUN 17 19..
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

NOTED
H. S. COX

OREGON STATE HIGHWAY DEPARTMENT

DIVISION 3

P. O. BOX 1128 • ROSEBURG, OREGON • 97470 • Phone 672-6541 Ext. 241

Mr. Charles E. Angermayer
City Engineer
City of Eugene
Eugene, Oregon 97401

June 12, 1970

Subject: TOPICS
Intersection Prairie Road-
Pacific Highway West
Intersection Roosevelt Blvd.-
Pacific Highway
City of Eugene
Lane County

Dear Mr. Angermayer:

This letter is to advise you of the State Highway Division's concurrence of the right of way acquisition limits as indicated on the attached two plans for your TOPICS projects on Pacific Highway West at the subject intersections. As soon as final approval has been given by the State Highway Division, you can proceed with the right of way acquisition as indicated on these two maps.

Very truly yours,

JOHN QUINER II
Assistant Division Engineer

JQII/cw
Attach.
cc D. J. Barbee
H. S. Cox
Atten: Dick Unrein

RECEIVED
JUN 15 1970
ENGINEER
COUNTY & CITY DIVISION

NOTED
MAINOR C. HOLMES

NOTED
R. H. PRANGE

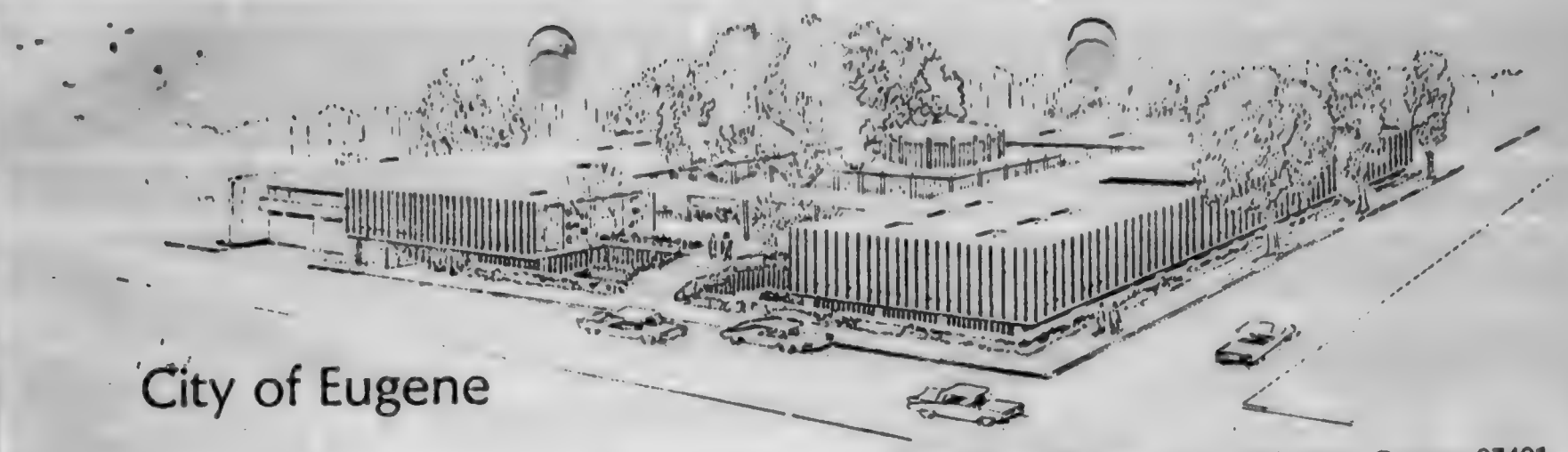
NOTED
RICHARD UNREIN

NOTED
P. B. Angermeier

NOTED
HAROLD
REYNOLDSON

Noted
Oscar H. Norberg

NOTED
DON HARWELL



City of Eugene

City Hall • 777 Pearl Street • Eugene, Oregon 97401
Department of Public Works • Telephone 503/342-5221

June 8, 1970

Mr. John Quiner, Jr.
Oregon State Highway Dept.
P. O. Box 1128
Roseburg, Oregon 97470

Dear John:

In accordancewith a letter of March 25, 1970 from H. S. Cox, the City is requesting concurrence of the right-of-way acquisition limits on the two Topics projects on Highway 99. Attached are copies of sections of the plans showing the acutal amount of property to be acquired.

We understand the actual acquisition cannot take place until after approval of the plans has been given by the State. However, due to the shortness of time, we would appreciate having approval subject to the plan approval so that acquisition can start immediately upon plan approval.

Thank you for your attention in this matter.

Very truly yours,

Charles E. Angermayer
City Engineer

CEA:jh

enclosures

ROSEBURG DIVISION
RECEIVED
JUN 9 1970
BY

NOTED
DON HARWELL

6+00 -28' RIGHT

PRAIRIE ROAD

"M" LINE

EXISTING A.C. PARKING

EDGE OF SHOULDER TO

18" C. CULVERT

4+00

3+82

25'

25'

3+00

10'

CHES TO DRAIN SIDES

ON)

R/W LINE

Required R/W that is to be purchased

FIRE HYDRANT

℄ = 20.03° C.L.
∡ = 55°57'35"
R = 286.113
T = 152.00

R/W LINE

R.R. SWITCH

"M" LINE 2+30.69
"N" LINE 1+11.02

"N" LINE
D = 104.18° C.L.
∡ = 115°39'33"
R = 55.00
T = 87.439'

"N" LINE

POWER POLES

SLOPE TO DRAIN

"L" LINE
507+86.71

"N" LINE
0+00

OVERLAY AS REQUIRED

13'

2R

2R

2R

507

508

RECEIVED
JUN 15 1970

ROAD

"M" LINE

EDGE OF SHOULDER TO

18" C. CULVERT

4+00

3+82

25'

25'

6'

3+00

CHES TO DRAIN
SIDES
ON)

R/W LINE

Required R/W that is
to be purchased

FIRE HYDRANT

E = 20.03° C.L.
Δ = 55°57'35"
R = 286.113
T = 152.00

18'

R/W LINE

R.R. SWITCH

"M" LINE 2+30.69
"N" LINE 1+11.02

"N" LINE
D = 104.18° C.L.
Δ = 115°39'33"
R = 55.00'
T = 87.439'

"N" LINE

POWER POLES

SLOPE TO DRAIN

"L" LINE
507+86.71

0+00 "K" LINE

OVERLAY AS
REQUIRED

507

508

U.S. HIGHWAY 99W

RECEIVED
JUN 15 1970
ENGINEER
COUNTY & CITY DIVISION

Easement from Railroad

FIRE HYDRANT

20.03° C.L.
55° 57' 35"
: 286.113
: 152.00

R.R. SWITCH

"M" LINE 2+24.33
"O" LINE 1+60.33
"O" LINE

"M" LINE 2+30.69
"N" LINE 1+11.02

"N" LINE

POWER POLES

SLOPE TO DRAIN

GAS SNIFFER

SLOPE TO DRAIN

"L" LINE 507+86.71
0+00
"N" LINE

3+00

2+00

22'

20'

3' F E 2'R

A 2'R B 2'R C D

508

509

"M" LINE 1+25.84
"L" LINE 508+86.09

ISLAND NO 1

CONSTRUCT CONCRETE ISL

4" GAS MAIN

ELEVATIONS FOR TOP

RECEIVED

Rail road

FIRE HYDRANT

20.03° C.L.
55°57'35"
286.113
152.00

"M" LINE 2+24.33
"O" LINE 1+60.33
"O" LINE

R.R. SWITCH

"M" LINE 2+30.68
"N" LINE 1+11.02

9°33"
9°

"N" LINE

POWER POLES

SLOPE TO DRAIN

2100

GAS SWITCH

SLOPE TO DRAIN

"L" LINE
507+86.71
0+00
"N" LINE

13'
22'
20'
F.E.
2'R
A
B
C
D

508

509

ISLAND NO 2

ISLAND NO 1

"M" LINE 1+25.84
"L" LINE 508+86.09

CONSTRUCT
CONCRETE ISL

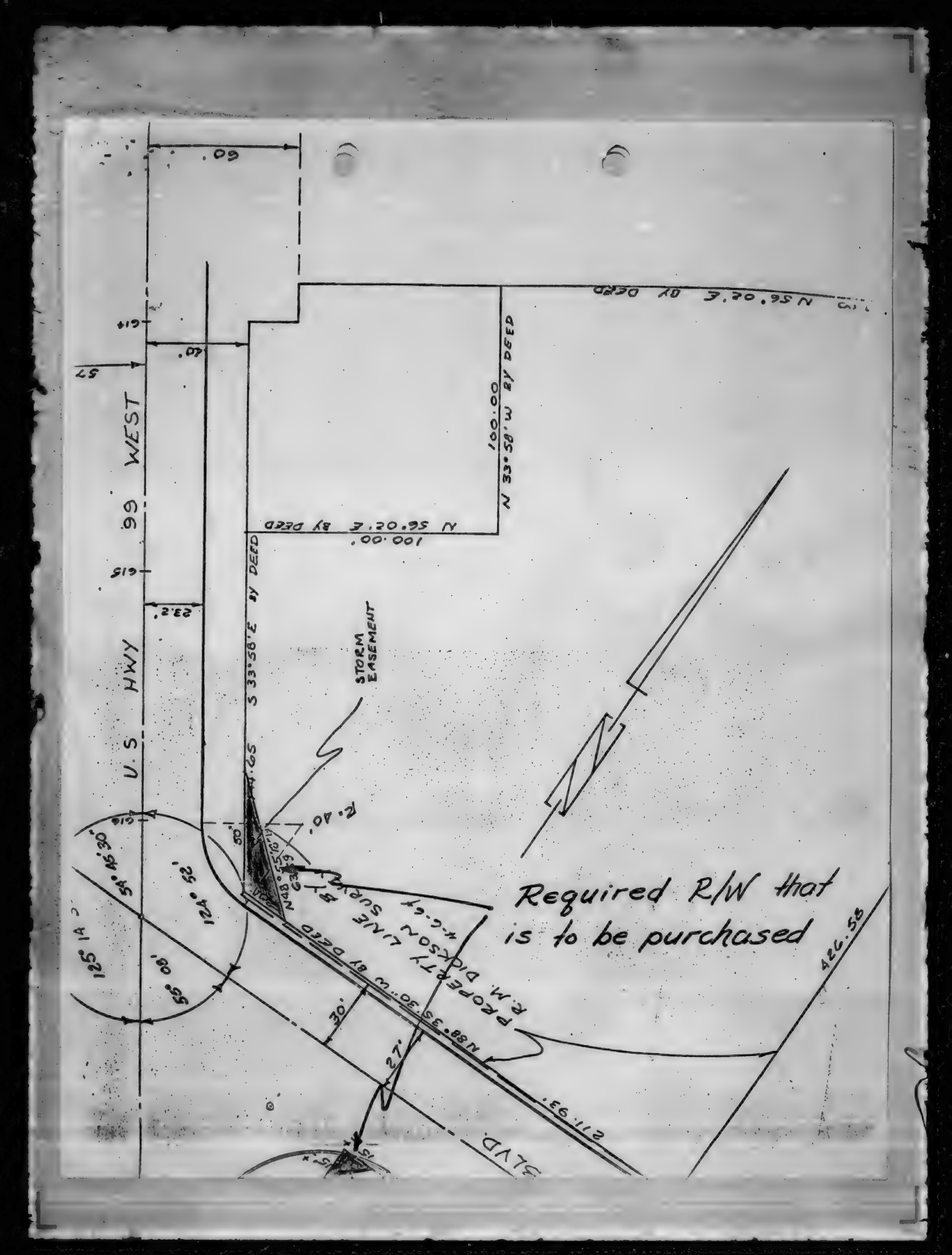
4" GAS MAIN 2

ELEVATIONS FOR TOP
OF A.C. AT ISLAND RAD. PTS.

RECEIVED
JUN 15 1970
ENGINEER
COUNTY & CITY DIVISION

10 1

ISLAND NO 2


.09
.10
.07
99 WEST
U.S. HWY
.23
S 33°58'E BY DEED
100.00
N 33°58'W BY DEED
N 56°02'E BY DEED
100.00
N 56°02'E BY DEED
STORM EASEMENT
R.40'
30'
N48°55'09"W
54°45'30"
125°14'
124.52'
55.00'
30'
N 88°35'30" W BY DEED
PROPERTY LINE SURVEY BY R.M. DICKSON
27'
211.93'
426.58
BLVD.
Required R/W that is to be purchased

RECEIVED
JUN 11 1970
FOR FILING

June 10, 1970

Mr. R. H. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon 97301

Location/Design Approval
Roosevelt Blvd. & Prairie Road
at Pacific Hwy. West (Eugene) Section
Projects T-5010(1) & T-5010(2)
City of Eugene
Lane County

Attention: Mr. Glen Green

Dear Sir:

We request your approval of the location/design as described hereinafter and in the enclosed applicable supporting material for the two proposed subject TOPICS projects.

1. Item No. 4, Project No. T-5010(1), Roosevelt Boulevard at intersection of US 99 in Eugene.

The location/design hearing was held April 20, 1970 in the Council Chamber at City Hall in Eugene, Oregon. In compliance with paragraph 8e of PPM 20-8, we are submitting the following:

1 copy of the Hearing Transcript
1 copy of the "Notice" for the location/design hearing published in appropriate news media on March 19, 1970 and April 13, 1970
1 copy of Maps presented at the Hearing (large size)

Location: The proposed corridor follows the existing Roosevelt Blvd. with the termini locations approximately 350 feet either direction from Pacific Highway West.

Design: The proposed project consists of a 54-foot curbed section on Roosevelt Blvd. providing four 12-foot travel lanes of high-type pavement, 4-foot median and 1-foot shy distance from the curbs. Installation of fully activated traffic signals at the intersection at Pacific Highway West.

Parking will be prohibited. Access will not be controlled and the majority of the existing approaches will retain their same locations.

More complete location/design details are contained in the enclosed study report which consists of the following documents:

1 copy OSHD Design Division Report
1 copy Plan and Profile (half size)

Enclosed is a copy of the City of Eugene letter of May 4, 1970 certifying that they have considered the hearing transcript data, the enclosed study report as well as the social, economic and environmental effects and have concluded the location/design as set forth hereinabove is suitable for the proposed project. The Oregon State Highway Division after review of the data as set forth concurs with the conclusions of the City of Eugene.

The description of the location/design for which we are requesting your approval has been published in appropriate news media as required by PPM 20-8. A copy of the request to the news media for publication is enclosed.

2. Item No. 3, Project No. T-5010(2), Prairie Drive at intersection of US 99 in Eugene.

Notices to inform interested persons of the proposed project and afford them an opportunity to request a hearing were published in appropriate news media on March 25, 1970 and April 1, 1970, including instructions that if any person desired a hearing, such requests should be made to Charles E. Angermayer, City Hall, Eugene, Oregon, on or before April 15, 1970.

The City of Eugene, by letter of April 27, 1970, informed us that no requests for a hearing were received. A copy of their letter and advertisement are enclosed.

Location: The proposed corridor realigns approximately 300 feet of the existing Prairie Road lying northerly of Pacific Highway West to improve the angle of intersection by moving the intersection northwesterly along Pacific Highway West approximately 200 feet.

Design: The proposed project, on Prairie Road, consists of two 12-foot travel lanes, one 12-foot southbound storage and right-turn lane of high-type pavement with 8 to 10-foot shoulders and an acceleration and deceleration lane on the northbound side of Pacific Highway West. Installation of fully actuated traffic signals, at the intersection at Pacific Highway West, and installation of railroad crossing signals with gates, at the Oregon Electric tracks, with the traffic signals and railroad signals with gates being interconnected.

There will be no parking or access restrictions.

More complete location/design details are contained in the enclosed study report listed under "Roosevelt Boulevard at intersection of US 99 in Eugene".

The Oregon State Highway Division and the City of Eugene have considered the enclosed study report as well as the social, economic and environmental effects and have concluded the location/design as set forth hereinabove is suitable for the proposed project.

The description of the location/design for which we are requesting your approval has been published in appropriate news media as required by PPM 20-8. A copy of the request to the news media for publication is enclosed.

The Bureau of Public Roads approved the construction programs for both Projects T-5010(1) and T-5010(2) as of January 13, 1970 under the provisions of Section 4(e)(3) of IM 50-1-70 dated January 12, 1970 with the following stipulations:

These projects are approved with the understanding that project notification will be given to appropriate clearinghouses in sufficient time to prepare meaningful consultation and comment prior to your request for location/design approval.

Enclosed is a copy of the State Clearinghouse's letter of February 26, 1970 and Central Lane Planning Council's (Clearinghouse for District 5) letter of April 21, 1970 approving both TOPICS projects.

We trust the foregoing data, with the PR-1 program data submitted previously, is sufficient to allow your approval of the location/design for these projects.

Very truly yours,

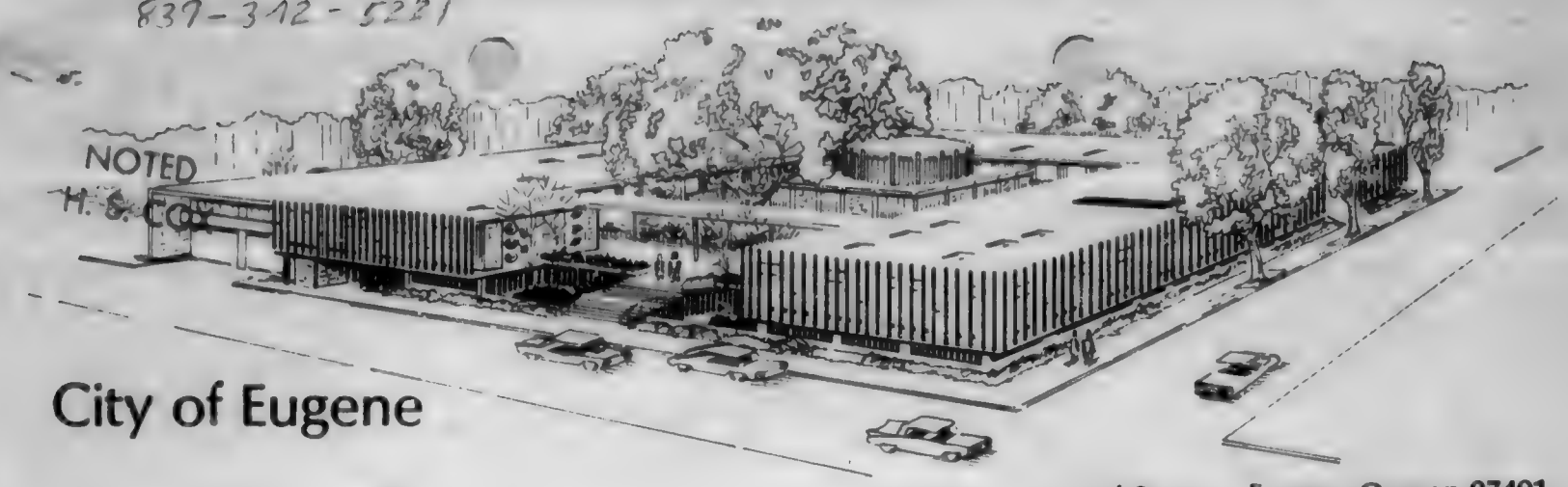
Forrest Cooper
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

JG:bb
Enclosures
cc: Forrest Cooper
R. L. Porter
F. B. Klaboe
D. J. Barbee
H. S. Cox
R. N. Chase
B. L. Gifford

839-312-5221



City of Eugene

City Hall • 777 Pearl Street • Eugene, Oregon 97401
Department of Public Works • Telephone 503/342-5221

June 4, 1970

RECEIVED
JUN 5 - 1970
ENGINEER
COUNTY & CITY DIVISION

Mr. Dick Unrein
Urban Aid Engineer
Oregon State Highway Dept.
Highway Building
Salem, Oregon 97310

Re: Inquiry as to direct assessment of TOPICS benefits.

Dear Dick:

We are investigating methods to make direct assessments against adjacent properties benefited by paving included within the TOPICS program at such locations as Roosevelt Boulevard and Highway 99.

Is it legal under the TOPICS program for the City to raise its 20 percent matching funds by direct assessment for items such as street paving that are ordinarily assessed against the abutting property owner?

Anything anyway OKay!?

If there are no rules prohibiting this and the City chose to do so, our Charter requires that the City of Eugene would have to give the proper notices, pass the required ordinances, and award the contract for that portion thereof.

How can we coordinate the award of the contracts so that the City can comply with its Charter?

See Salem agree on coop

We do think it is a dangerous precedent to come into a neighborhood with a TOPICS program and improve streets that have never been improved to City standards or had an assessment levied against adjacent property, and present them with a free paved street.

Your earliest attention to this matter would be appreciated in that the Roosevelt-99 project would provide 1100 front feet of paving that could be assessed to the benefited property owners.

NOTED
MAINOR C. HOLMES

NOTED
[illegible] OLD
[illegible] GOLDSON

Very truly yours,

Donald P. Allen

Donald P. Allen, Director
Department of Public Works

NOTED
P. B. Aensmeier

NOTED
RICHARD UNREIN

what's it say?

DPA:jd

6-9-70 10:AM called City Attorney and stated that I thought #5 of the RECITALS would cover award of contract by State & City

NOTED
R. H. PRANGE

Noted
Oscar H. Norberg

NOTED
DON HARWELL

May 19, 1970

DESIGN DIVISION REPORT
TOPICS, Eugene
Prairie Road and Roosevelt Boulevard
Pacific Highway West, Lane County

A combination corridor and design public hearing was held on the Roosevelt Boulevard and Highway 99 West Intersection on April 20, 1970 at 10:05 am in the Council Chambers at City Hall in Eugene, Oregon.

A notice was published in the local newspaper in regards to the proposed improvement at the intersection of Prairie Road and Highway 99 West. There were no requests for a public hearing, however, the information and maps covered both the Prairie Road and Roosevelt Boulevard intersections with Highway 99 West.

The proposed work on both intersections consists of reconstruction and realignment at the intersection and installation of traffic signal lights. There will be several small parcels of right of way to be purchased that will be taken care of by the City of Eugene.

By letters and documents furnished by the City of Eugene, the social, economic and environmental effects of the proposed project have been considered and no detrimental effects were found.

The City of Eugene requests location and design approval of both TOPICS projects.

OREGON STATE HIGHWAY DIVISION

NOTED
H. S. COX

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

May 15, 1970

City of Eugene
Department of Public Works
City Hall, 777 Pearl Street
Eugene, Oregon 97401

Attention: Mr. Charles E. Angermayer
City Engineer

Gentlemen:

Re: TOPICS Project, Roosevelt Boulevard Intersection, Pacific Highway, Lane County

Reference is made to your letter of May 1 in regard to the radius in the northwest quadrant of subject intersection.

We concur with construction of the maximum radius possible without purchase of right of way from Shell Oil Company at this time, since it would appear that an additional taking will be needed at such time as the interchange for the future Florence-Eugene Highway is constructed.

I would hope in the interim that Shell Oil does not decide to rebuild the station and the City issue the necessary permits without advising us of the impending change in value so that consideration could be given to the economics of an advance right of way purchase.

Please submit a revised plan utilizing the largest radius possible without buying right of way from the Shell station.

NOTED
HAROLD REYNOLDSON

Very truly yours,

Forrest Cooper
State Highway Engineer

By D. J. Barbee

D. J. Barbee
Design Engineer

RECEIVED
MAY 15 1970
ENGINEER
COUNTY & CITY DIVISION

NOTED
MAINOR C. HOLMES

ADO:jp
cc: C. T. Keasey
F. E. Terpin
Richard Unrein

NOTED
R. H. PRANGE

Noted
Oscar H. Norberg

NOTED
RICHARD UNREIN

NOTED
P. B. Arensmeier

NOTED
DON HARWELL

City of Eugene

May 1, 1970

City Hall • 777 Pearl Street • Eugene, Oregon 97401
Department of Public Works • Telephone 503/342-5221

Routing
1 2 3 Olson 4 5 P

RECEIVED
MAY 4 1970

Mr. D. J. Barbee
Design Engineer
Oregon State Highway Dept.
Highway Building
Salem, Oregon 97310

Re: TOPICS, Roosevelt Blvd. and Highway 99

Dear Mr. Barbee:

On the northwest corner of subject intersection is an existing Shell Oil Company service station. At the beginning of the preliminary design for this project, Shell Oil indicated they were going to rebuild this station and set it back from the roadway. The design was then based on that fact, not anticipating any damage to the property other than the fair market value of the amount of property actually purchased.

During the design, a 30-foot radius and a 40-foot radius was discussed for this corner. It was determined that a 40-foot radius would be desirable to provide for better logging truck and pole truck movements around the radius. A 40-foot radius was therefore used for the design.

With the public hearing now over, contacts are being made to the property owners for right-of-way purchase. In discussions with the property owner and Shell Oil, it was learned that Shell Oil does not intend to rebuild this station now because the 40-foot radius and the possibility of the State needing 10 feet additional on Highway 99 does not leave enough room for a good station site. This would mean that in acquiring the right-of-way for the radius, damages to the present station would necessitate moving an existing pump island and the station building itself. This work would amount to an estimated $30,000.

A 30-foot radius was then discussed in relation to damage to the existing station. Shell Oil Company indicated that they would not consider rebuilding even with a 30-foot radius until after the project was complete and traffic patterns were determined. It was felt that by restricting the access into the pump island on Roosevelt Blvd. with this radius, it would reduce the gasoline sales at this pump by 50 percent. This, they claim, would reduce the total sales by 20 to 25 percent. In view of the discussion with Shell Oil Company, the City would strongly recommend that this project only include a 23-foot radius, which can be constructed within the

REFERRED TO
Olson
Design Engr.

NOTED
RICHARD UNREIN

existing right-of-way, and the more desirable 40-foot radius be constructed at the time the Highway 126 is constructed.

Any further negotiation will not be done with this property until we hear from you on our recommendation.

Very truly yours,

Charles E. Angermayer

Charles E. Angermayer
City Engineer

CEA:jh

cc: John Quiner, Jr.

STA 11+30 ± 35' DRIVEWAY

ADJUST MAN-HOLE TO FINISH GRADE

"D" LINE

"J" LINE

1+30 "D" LINE INSTALL CONC CG-1 INLET TYPE 27.0 LF 10" STR AND 48" I.E. AND ADJUST MANHOLE TO FINISHED GRADE

STA 11+40 ± 35' DRIVEWAY

0+00 "KE" LINE = 616+38.40 HWY 99

0+29.11 "D" LINE = 616+58.3 HWY 99-BEG. CURB

0+00 "KW" LINE

AC PARKING

0+76.90 "D" LINE

0+76.90 L27 "KW" LINE

R=50'

R=50'

TEXACO

330' OF 48" STORM

2

W

W

W

W

STA 11+80 ± 30' DRIVEWAY

1+66.71 "E" LINE = 1+66.11 R27 "KW" LINE

R=40'

SHELL

PARKING

STA 11+55 ± 30' DRIVEWAY

CG-1 INLET

0+48.67 "E" LINE = 614+57.83 HWY 99 BEG CURB

0+78.67 "E" LINE = 614+87.83 HWY 99

R57 615

47'

ABANDON EXISTING INLET

EXCAVATION LIMITS

616

15'

R=40'

1+95 "F" LINE = 615+ CONSTRUCT SHALLOW PRECAST MANHOLE TY

INSTALL 81.5 FT. OF 12 IN. XSTR CULVERT PIPE

A.C. PARKING

0+00 "C" LINE = 616+00.8 L23.2 HWY 99 BEG. CURB

2+76.5 "F" LINE = 0+50 L22 "KE" LINE CONSTRUCT SHALLOW PRECAST MANHOLE

0+90 "G" LINE L27 "KE" LINE CONCRETE TYPE CG-1 34 FT. 10"

0+37.09 "C" LINE = 0+30.35 L27 "KE" LINE

617

0+35.74 "A" LINE = 617+81.36 L 20.5 HWY. 99

0+00 LINE "A" = 618+17.1 L20.5 99 BEG CURB HWY.

618

15'

"A" LINE

R=50'

"KE" LINE

"C" LINE

10'

7'

1+44.71 "A" LINE = 1+39.57 "B" LINE = 1+39.57 R27 "KE" LINE

1+40 "A" LINE INSTALL

STA

D

Tavern

Gar.

614+00 ℄ Lt.
Δ=0°34'29"

Service Station

8-Ball Market

ROOSEVELT BLVD.

605+06.13 N69

618+00 R.C.

I.R. Found

60'

40'

615

40'

S.32°16'30"E.

10' Slope Easement

Deed RW 15217

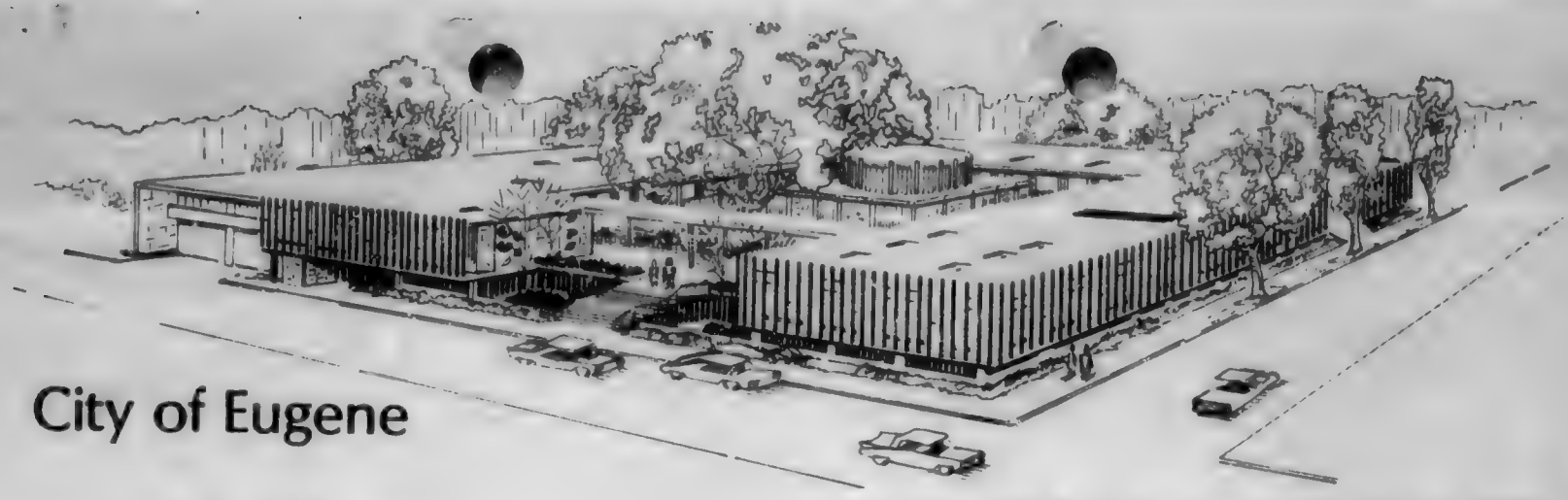
22003

M. C. & Carrie Madsen
181 - 254

Service Station

Service Station

House



City of Eugene

May 4, 1970

City Hall • 777 Pearl Street • Eugene, Oregon 97401
Department of Public Works • Telephone 503/342-5221

Mr. H. S. Cox
County and State Engineer
Oregon State Highway Department
Highway Building
Salem, Oregon 97310

Dear Mr. Cox:

This letter is to formally notify you that a public hearing was held in accordance with your procedures for the Highway 99 West and Roosevelt Boulevard TOPICS project. We previously notified you of our conformance with procedures for the Highway 99 West and Prairie Road TOPICS project as they relate to public hearings.

Attached is a verbatim transcript of the Roosevelt Boulevard hearing. Also enclosed are three copies of the project proposal used at the public hearing plus copies of all necessary supporting documents. *

The City of Eugene certifies that:

1. Our staff has studied, evaluated and given due consideration to testimony given at the Roosevelt Boulevard public hearing.

2. We gave due consideration to the social, economic and environmental effects of the location and design of the project. Our finding is that no detrimental effects related to the above are involved.

3. It is also our opinion that the project is compatible with the planned Eugene-Springfield urban area transportation system.

The City of Eugene requests that the Division of Highways obtain location and design approval of both TOPICS projects from the Bureau of Public Roads.

Very truly yours,

Donald P. Allen

Donald P. Allen, Director
Department of Public Works

DPA:jd

enclosures

*Some of these documents have been mailed to you previously and are not included herewith.

NOTED
RICHARD UNREIN

NOTED
DON HARWELL

TOPICS HEARING

ROOSEVELT & 99W.

10:05 AM ..... City Hall - Eugene

10 days for additional comments

Verbatim recorded - study of testimony

introduction

Engr. description

RE-SIGNALIZATION - CONTROL ACCESS - INCREASE EFFICIENCY - 350' MIN TO 5A' RAD. DIRECTION. 16½ A.C. beyond 150' typ. IN conjunction SANITARY SEWERS.

R/W MARKET VALUE - willing buyer & seller. ASSURANCES. ① Negot ② 90 Notice ③ just comp & prompt.

Relocation Asst. copies available.

STATEMENTS:

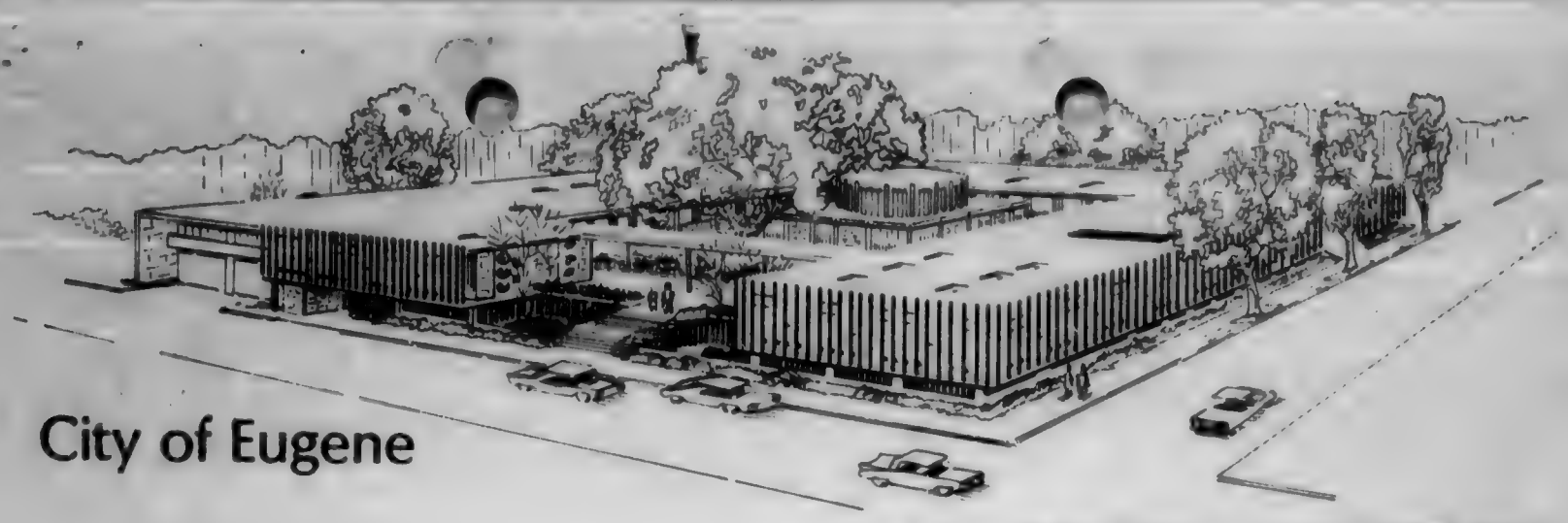
MR. MADSEN: shall STA. 40' RADIUS - ONE PUMP NEAR ROOSEVELT OUT? CURB CUTS 1 st @ 2 on ROOSEVELT - OWNS PROP. ..... Pump Island. RUIN island.

MR. DUNLAP: NEED ADDITION R/W No - ONLY 3 com.

MR. OLSEN: S.E. Cor. R/W 30D' ON CORNER.

10:21 Hrg ..... closed.

5 in Audience ..... WILLIAMS ..... UNKN
BERT ..... Buckhart
one other ..... Gwinner.
Recorder.



City of Eugene

City Hall • 777 Pearl Street • Eugene, Oregon 97401
Department of Public Works • Telephone 503/342-5221

May 1, 1970

Mr. H. S. Cox
County & City Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Unrein

Dear Mr. Cox:

This letter is to formally notify you that a public hearing was held in accordance with your procedures for the Highway 99 West and Roosevelt Boulevard TOPICS Project.

Attached is a verbatim transcript of the hearing along with copies of all necessary documents outlined in your procedure memorandum regarding right of way for TOPICS projects.

We also formally certify that all social, economical and enviornmental effects have been and are being considered by this agency.

Very truly yours,

Alva Williams, Jr.
Traffic Engineer

AWJr:jh

enclosure

RECEIVED
MAY 4 - 1970
ENGINEER
COUNTY & CITY DIVISION

NOTED
RICHARD UNREIN

NOTED
DON HARWELL

GUARD PUBLISHING COMPANY

P. O. BOX 1232 PHONE (503) 345-1[illegible]
EUGENE, OREGON 97401

Legal Notice 2564

Legal Notice Advertising

- CITY OF EUGENE
- 777 PEARL STREET, CITY HALL
- EUGENE, OREGON 97401
  ATTN: Charles E. Angermayer

☐ Tearsheet Notice
☐ Duplicate Affidavit

AFFIDAVIT OF PUBLICATION

STATE OF OREGON,)
COUNTY OF LANE,) ss.

I, Mary Beyerl
being first duly sworn, depose and say that I am the Advertising Manager, or his principal clerk, of the Eugene Register-Guard, a newspaper of general circulation as defined in ORS 193.010 and 193.020; published at Eugene in the aforesaid county and state, that the

NOTICE

a printed copy of which is hereto annexed, was published in the entire issue of said newspaper for 2 successive and consecutive weeks in the following issues:
March 19, and April 13, 1970

Mary Beyerl

Subscribed and sworn to before me this APR 13 1970

[signature]
Notary Public for Oregon

My Commission Expires: April 17, 1970

2564 AFFIDAVIT

NOTICE

Notice is hereby given that the City of Eugene proposed to hold corridor-design hearings pertaining to the improvement of the intersection of U.S. Highway 99 and Roosevelt Boulevard lying within or near the City of Eugene, Lane County, Oregon.

The proposal consists of construction of curb and gutters and new asphaltic pavement and installation of new traffic signals.

An informal informational hearing will be held with plans for the proposal on display, in the City Hall, Room 108, in Eugene, Oregon, between the hours of 10:00 A.M. and 2:00 P.M. on April 13, 1970. Interested persons may examine the plans and other pertinent information and discuss the proposal with engineering and right-of-way personnel who will be present.

The formal public hearing pertaining to the corridor-design features will be held in the Council Chamber at City Hall in Eugene, Oregon, on April 20, 1970, beginning promptly at 10:00 A.M., at which time any interested person desiring to express an opinion pertaining to the proposal is invited to do so, and in addition may submit written statements at the hearing or to the City Council within ten (10) days after the public hearing. Schedules for right-of-way acquisition and construction will be discussed at the formal hearing, along with relocation assistance programs available to those persons who may be affected by the proposal.

If any questions arise pertaining to this matter, please contact Bert Teitzel or Tom Poage, phone 342-5221, extension 291.

/s/ L. E. Anderson, Mayor
/s/ S. P. Flogstad
CITY OF EUGENE, OREGON
No. 2564—April 13, 1970

RECEIVED
MAY 4 - 1970
ENGINEER
COUNTY & CITY DIVISION

ROOSEVELT BOULEVARD
and
HIGHWAY 99 WEST
TOPICS
CORRIDOR-DESIGN HEARING

OPENING STATEMENTS

The time is 10:05 a.m., Monday, April 20, 1970, which time has been set for the public hearing on the Roosevelt Boulevard and Highway 99 Project in the City of Eugene, Lane County.

In January, 1969, the FederalHighway Administration put into effect a revised Policy and Procedure Memorandum governing public hearings. This memorandum sets forth the rules under which we are conducting today's Corridor-Design hearing, relating to this proposed Federal-aid highway project. We are here to afford you the opportunity to express your opinions regarding the proposal.

Further, under the new Policy and Procedure Memorandum, you may make both oral and written statements, and in addition anyone, regardless of whether he has or has not made a statement today, will have an additional ten days to submit written comments which will be made a part of the record of this hearing. Such comments should be mailed to the City Hall, Department of Public Works.

This hearing, including all statements and comments, will be transcribed verbatim and sent to the State Highway Division for review. All testimony given at today's hearing will be evaluated to determine the socio-economic impact and the feasibility of the proposal,

We will follow a schedule in the conduct of this hearing: First, an engineering description of the proposal will be presented. Next, a brief explanation of right-of-way procedures will be given. Then everyone wishing to make a statement will be given the opportunity to do so.

So that you may know those of us who are at the front of the room, I will introduce the following people: My name is Al Williams, Traffic Engineer for the City of Eugene, and I have been appointed hearing officer for this particular hearing. On my left, we have starting on my left we have with us Mr. Neil Burkhart, with the Bureau of Public Roads. Next on my left is Dick Unrein, with the Division of Highways, State of Oregon, and Dick is the Urban Aid Engineer. Sitting in front of him is John Quiner, Assistant Division Engineer, Division of Highways from Roseburg. On my right, Mr. Bert Teitzel, engineer with the Department of Public Works, City of Eugene, and Jim Wagnon, engineer with the Department of Public Works, City of Eugene.

We will now have a description of the proposal, and the proposal will be described by Bert Teitzel, engineer for the Department of Public Works.

Mr. Teitzel: The project basically consists of re-signalizing the intersection of 99 and Roosevelt, and controlling the access on Roosevelt in the immediate area. This will increase the efficiency of the intersection and will create less delays and less congestion during the peak hours. Roosevelt Boulevard will be widened for about 350' in either direction from Highway 99, and will include curb and gutters along this section and widening the street to 54' width. The street will be paved with 16½" of asphalt. At the end of each section, we will have about 100' taper back into the existing roadway. In conjunction with this, on the east side of 99, we will be putting in a sanitary sewer to service the properties that are not serviced in the area, and we will also be putting in storm sewers to improve the drainage in the intersection.

Mr. Williams: Thank you, Bert. We will now have a brief discussion of right-of-way procedures. In this particular project there is very little right-of-way acquisition necessary.

Any property which is required for the construction of a project, such as the one being discussed today, will be appraised on the basis of "Market Value". Market Value is defined as the price a willing buyer would pay for property offered by a willing seller, with neither party having any obligation to either buy or sell. To pay more than the Market Value of property would be unfair to the taxpayers who provide the monies for road improvements. To pay less than Market Value would be unfair to the property owners.

In accordance with the Federal-Aid Highway Act of 1968, the following assurances must be given:

1. That every reasonable effort will be made to acquire real property by negotiation.

2. That no person shall be required to move from his home, farm, or business locationwithout at least 90 days written notice.

3. That an amount will be established which is believed to be just compensation, and a prompt offer will be made to acquire property for the full amount so established.

The 1968 Federal-Aid Highway Act also liberalized the benefits available to persons who are displaced from their homes, farms or business locations. We are obligated, therefore, to provide relocation assistance to anyone who is displaced and required to move from his home, farm or business location by Federal-Aid Highway programs. The Highway Division has published a brochure explaining the relocation assistance program. Copies of the brochure are available.

At this time, statements will be taken for or against the proposal, and I want to again assure you that the entire proceedings of today's hearing are being recorded and will be reviewed and evaluated. Once again I would like to remind you that we will accept additional written comments for ten days after the close of the hearing. We ask you to confine your remarks to the relative merits of the proposal. Problems of personal concern may be discussed and perhaps resolved after the close of the hearing. We will have division engineers available immediately after the meeting to discuss any personal problems that you feel you might have. Does anyone wish to make a statement for or against?

Answer: Yes.

Mr. Williams: Will you step to the microphone? Please give your name and address for the record.

Mr. Rudy Madsen: I am Mr. Madsen and I have the Shell Station at 4 Corners there. I was wondering, are they still figuring on a 30' radius or a 40' radius?

Mr.Williams: The design still calls for a 40' radius.

Mr. Madsen: Is that going to take out that one pump there on Roosevelt?

Mr. Williams: The radius, to the best of my knowledge, will not affect the pump island itself, excepting for the required relocation of access, due to the radius of the curb.

Mr. Madsen: Well now, where will the cut in on the curb be located at as far as the curbs formerly cut into my pump island there on Roosevelt?

Mr. Williams: The first one will start at the curb return or at the beginning of the curve and 40' radius will extend to the west, and the next one will start at the west property line and

extend east. They will be identical to the locations shown and described on the drawing provided to you and Shell Company engineers.

Mr. Madsen: The cutaways - I'm wondering how that's going to affect that island there. That's one of the best islands I've got. Now they're going to ruin that for me.

Mr. Williams: Part of the island you have is built out in the Roosevelt Boulevard right-of-way.

Mr.Madsen: According to my drawing here from Shell, it's not on that. Not according to theirs, it's not on the city property. I don't know.

Mr. Williams: I'm sure this is one of the items that will come up in the right-of-way negotiations with you and Shell Oil.

Mr. Madsen: Now I want, of course, you realize that Shell doesn't have anything to do with that. The property is mine. Shell Oil is in there with me as far as products are concerned. Shell doesn't own the property, so whatever you're going to hurt, you're hurting me. You're not hurting Shell. And looks like you're going to be hurting me there on Roosevelt, ruining my best pump island. I was just wondering, I thought all the time it was going to be a 30' radius which I think I could live with, but a 40' radius is going to ruin that island completely for me.

Mr. Williams: Has Shell made a decision as to whether or not they are going to reconstruct the ---

Mr. Madsen: That depends on how many pumps, now since two of the state fellows are here, is there anything in the offing as far as 10' off of the highway?

Mr. Williams: Not at this time.

Mr. Madsen: What if I do construct a new unit and then they come along and they buy it? Then what? The thing is you're buying

this corner here now and that's a valuable piece of property right there on the corner, and if they keep buying 10' pieces, I won't have anything, I won't have any value, and that's my livelihood.

Mr. Williams: I think, as I said earlier, this will be, in fact I know it will be one of the items that has to be taken into consideration during the right-of-way acquisition.

Mr. Madsen: That's the only thing I'm opposed to.

Mr. Williams: Thank you. ..... Your name sir, and address?

Lylle Dunlap: Lylle Dunlap, 2785 Roosevelt. ..... heard two different places they won't need any extra land to widen that street, and then I hear today, they talk like they will need it. Are they going to need .....

Mr. Williams: No, not in front of yours. There are only 3 parcels involved for right-of-way acquisition. This last gentleman was the one that had the most right-of-way involved. The other two were on the southwest corner and southeast corner.

Everett M. Olsen: My name is Everett Olsen. I have the southeast corner. I didn't understand that there was going to be any property needed .....

Mr.Williams: There is a very short small area, maybe about 20 or 30 square feet.

Mr. Olsen: On the corner or on the side?

Mr. Williams: Right on the corner.

Mr.Olsen: And then the curb will be set on my property, or on state property, or what?

Mr. Williams: The curb return will be partially on the Roosevelt Boulevard right-of-way and the Highway 99 right-of-way.

Mr. Olsen: Probably won't affect my property much.

Mr. Williams: No. After the meeting, we will be glad to show

you where the driveway accesses are proposed, and discuss those questions.

Do any of the gentlemen from Division of Highways or the Bureau of Public Roads wish to make any statements?

Has everyone had a chance to give his or her comments on the proposal?

Is anyone present who might have said no on a card, but would like to change his mind and make remarks at this time? For the last time, is there anyone present who wishes to make a statement?

There being no further testimony, I thank all of you for being present today, and now declare this hearing officially closed at 10:21 a.m. Thank you.

(2)

ED
COX

RECEIVED BY
CITY MANAGER
APR 27 1970
AM 7,8,9,10,11,12,1,2,3,4,5,6 PM

April 24, 1970
(date)

Mr. Hugh McKinley
City Manager
City Hall
Eugene, Oregon 97401

RECEIVED
APR 29 1970
ENGINEER
COUNTY & CITY DIVISION

In order to comply with requirements of the Bureau of Public Roads covering protection of public resources such as recreational areas, historical sites, wild life refuges, or any other facility in which the public has a specific interest, it is required that local public authorities should be consulted regarding the impact on these resources of a planned highway improvement.

Would you please fill out the form below regarding these resources and return it to the Oregon State Highway Department, County and City Division, State Highway Building, Salem, Oregon (97310). Retain the second copy for your records.

Highway Pacific West

Section Highway 1W @ Roosevelt Blvd: Grade, Pave, Traffic Signals (TOPICS)

Do you know of any public organization or quasi-official organizations that might be opposed to this project on the grounds of interference with recreational, historical, or public resources? Yes ☐ No ☑

If answer is yes, please list organizations:

4-27-70
(date)

By H. McK

NOTED
P. B. Aronsmeier

By _____
Commissioner

By _____
Commissioner

cc: L. H. Young
Attn: Duane Ridings

NOTED
RICHARD UNREIN

NOTED
MAINOR C. HOLMES

NOTED
DON HARWELL

Noted
Oscar H. Norberg

(1)

RECEIVED BY
CITY MANAGER
APR 27 1970
AM 7,8,9,10,11,12,1,2,3,4,5,6 PM

H. S. COX

April 24, 1970
(date)

RECEIVED
APR 29 1970
ENGINEER
COUNTY & CITY DIVISION

Mr. Hugh McKinley
City Manager
City Hall
Eugene, Oregon 97401

In order to comply with requirements of the Bureau of Public Roads covering protection of public resources such as recreational areas, historical sites, wild life refuges, or any other facility in which the public has a specific interest, it is required that local public authorities should be consulted regarding the impact on these resources of a planned highway improvement.

Would you please fill out the form below regarding these resources and return it to the Oregon State Highway Department, County and City Division, State Highway Building, Salem, Oregon (97310). Retain the second copy for your records.

Highway Pacific West

Section Highway 1W @ Prairie Road: Grade, Pave, Signals, RR Gates (TOPICS)

Do you know of any public organization or quasi-official organizations that might be opposed to this project on the grounds of interference with recreational, historical, or public resources? Yes ☐ No ☑

If answer is yes, please list organizations:

4-27-70
(date)

By _____

NOTED
P. B. Arensmeier

By _____
Commissioner

NOTED
RICHARD UNREIN

By _____
Commissioner

cc: L. H. Young
Attn: Duane Ridings

Noted
Oscar H. Norberg

NOTED
MAINOR C. HOLMES

NOTED
DON HARWELL

RECEIVED
APR 16 1970
FOR FILING

T-5010(1)
2452

April 16, 1970

Central Lane Planning Council
1643 Oak Street
Eugene, Oregon 97401

Attention: Mr. Lawrence A. Rice,
Executive Director

Gentlemen:

Attached for your review and comment as District Clearinghouse (re: Executive Memorandum 01-270-02), please find completed Notices of Intent to apply for federal assistance for the following federal-aid projects:

TOPICS PROJECTS
Prairie Rd. at Pacific Hwy. N. (Eugene) Sec.
Roosevelt Blvd. at Pacific Hwy. N. (Eugene) Sec.

Mr. Dave Pederson of the Executive Department's Local Government Relations Division requested that we forward these Notices of Intent for your review and comment.

As required by the above Executive Memorandum, these Notices of Intent have been sent to the State Clearinghouse (2-2-70) for review and comment.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

Attach.

cc: R. E. Simpson, BPR
Dave Pedersen
F. B. Klaboe
D. J. Barbee
H. S. Cox
R. L. Schroeder
B. L. Gifford
R. N. Chase
C. T. Keasey
D. D. Allen

BLG:ia

SALEM, OREGON
April 16, 1970

Mr. D. J. Barbee
Design Engineer
BUILDING

Att: Mr. P. L. Carstensen

TOPICS Project-Eugene
Pacific Hwy. West @ Roosevelt Blvd.
and Prairie Road

NOTED
H. S. COX

The survey data for the subject contract has been examined and found to be consistent with the projects as requested by the City and approved by the Highway Commission.

NOTED
RICHARD UNREIN

Richard Unrein
Urban Aid Engineer
County and City Department

RU:ljt
Attachment

NOTED
HAROLD
REYNOLDSON

NOTED
P. B. Arensmeier

NOTED
R. H. PRANGE

NOTED
MAINOR C. HOLMES

Noted
Oscar H. Norberg

NOTED
RICHARD UNREIN

NOTED
DON HARWELL

RECEIVED
9 1970
GINEER
CITY DIVISION

RECEIVED
MAR 27 1970
DEPT. OF PUBLIC WORKS
CITY OF EUGENE

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

March 25, 1970

Mr. Donald P. Allen
Director of Public Works
City Hall
Eugene, Oregon 97401

Letter of Understanding
Right-of-way Acquisition - TOPICS

Dear Mr. Allen:

The State and City entered into two agreements which were certified by the Highway Commission's Secretary on March 17, 1970, pertaining to TOPICS projects on Pacific Highway West at Roosevelt Boulevard and Prairie Road.

Paragraph 5 of the GENERAL PROVISIONS of these two agreements covers the basic obligations of the State and City in the acquisition of right-of-way. This "Letter of Understanding" is to further define the responsibilities of each party.

The City of Eugene has indicated that they would prefer, in the first instance, to acquire all right-of-way for the two projects and submit an itemized statement of cost to the State for State's share of the right-of-way acquisition. Therefore, it is proposed that the right-of-way acquisition for these projects be conducted in the following manner:

THINGS TO BE DONE BY CITY:

1. City shall determine right-of-way acquisition limits and receive State's concurrence.

2. City shall acquire all right-of-way and submit to State a verification of the transactions along with an itemized statement in triplicate of the State's reasonable share of right-of-way acquisition costs, as defined by paragraph 5 of the GENERAL PROVISIONS of the aforementioned agreements.

THINGS TO BE DONE BY STATE:

1. State shall, upon receipt from City of the verification of transactions and statement in triplicate, reimburse City for the reasonable costs incurred by City in acquiring the State's share of the right-of-way acquisition costs as defined by paragraph 5 of the GENERAL PROVISIONS of the aforementioned agreements.

4/9/70, Copies to:
Floyd Query
F. B. Klaboe
D. H. Moehring
V. E. Skoog
L. H. Young
F. B. Crandall
C. T. Keasey

NOTED
RICHARD UNREIN

NOTED
DON HARWELL

If this proposal meets your approval, please sign in the space provided below and return one copy of this letter to serve as our "Letter of Understanding" on this matter.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

H. S. Cox
County and City Engineer

RU:mm

APPROVED:

Donald P. Allen

Director of Public Works,
City of Eugene

Date 4-3-70

RECEIVED
APR 29 1970
ENGINEER
COUNTY & CITY DIVISION

ALW
4-13-70

RESOLUTION NO. 1806

A RESOLUTION ASSURING COMPLIANCE WITH CERTAIN PROVISIONS OF THE UNITED STATES CODE IN ACQUIRING REAL PROPERTY FOR HIGHWAY PURPOSES.

BE IT RESOLVED BY THE COMMON COUNCIL OF THE CITY OF EUGENE, a Municipal Corporation of the State of Oregon, as follows:

That the City of Eugene, a Municipal Corporation of the State of Oregon in the administration of the reconstruction and realignment of U. S. Highway 99 North and Roosevelt Boulevard and U. S. Highway 99 North and Prairie Road intersections will fully comply with Section 141, Chapter 1, Title 23 of the United States Code and the rules and regulations of the United States Bureau of Public Roads and the Oregon State Highway Department as follows:

1. That every reasonable effort shall be made to acquire the real property by negotiation.

2. That the construction of projects shall be so scheduled that to the greatest extent practicable, no person lawfully occupying the real property shall be required to move from his home, farm, or business location without at least 90 days' written notice from the State or political subdivision having responsibility for such acquisition; and

3. That it will be the policy of the City, before initiating negotiations for real property, to establish an amount which is believed to be just compensation, under the law of the State, and to make a prompt offer to acquire the property for the full amount so established.

The foregoing Resolution adopted this 13th day of April, 1970.

/s/ S. P. Flogstad
City Recorder

cc: C.R. Burghardt - FHWA

bc: F. B. Klaboe
L. H. Young
D. J. Barbee
F. B. Crandall
C. T. Keasey, w/att.

RECEIVED
MAR 30 1970

FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

T-5010 (1)
7459

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

March 24, 1970

Mr. Donald R. Allen
Director of Public Works
City Hall
Eugene, Oregon 97401

F. B. KLABOE

Dear Mr. Allen:

We have received your notification to hold a corridor-design hearing on April 20, 1970, for the TOPICS project on Pacific Highway West at Roosevelt Boulevard.

Enclosed for your use in conducting your hearing is the following material:

Suggested format (May be used by the hearing officer in the conduct of the hearing.)

Registration cards (To be filled out by persons attending the hearing.)

Relocation assistance brochures (To be made available to anyone who may be relocated from his property.)

You will be interested to know that representatives of the Highway Division and the Bureau of Public Roads will attend the hearing.

After the ten days have elapsed for receiving additional written statements, please send this office three copies of a typewritten verbatim transcript of the formal public hearing. In addition, we will also require the following:

1. Copies of all notices, advertisements, newspaper articles, and correspondence in connection with the hearing.

2. A statement giving the time, date, and place of any informal meetings or informational hearings held prior to the time of the formal hearings.

3. A statement that the City has studied and evaluated the testimony given at the public hearing; that it has considered the social, economic, and environmental effects of the location and design of the project; and that the City finds that the project is compatible with the urban area's planned transportation system.

4. A statement that the City does request the State Highway Division to seek location and design approval of the project from the Bureau of Public Roads.

5. Three copies of the project proposal for which location and design approval is sought.

We have also received your notification of offering a public hearing for the TOPICS project on Pacific Highway West at Prairie Road. This notice does not comply with the requirements of PPM 20-8 and should be corrected.

If you have any questions or need further information or clarification, please call or write.

Very truly yours,

H. S. Cox
County and City Engineer

By

Richard Unrein
Urban Aid Engineer

RU:mm

Encl.

RECEIVED
MAR 24 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 10 1970
FOR FILING

T-5010 (1)
7457

MISC. CONTRACTS and AGREEMENTS No. 3943

March 20, 1970

City of Eugene
City Hall
Eugene, Oregon 97401

Attention: M. E. Gause
City Recorder

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering a TOPICS Project on the Pacific Highway West at Roosevelt Boulevard.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

flm
Att.

cc H. S. Cox
(Agreement attached)

RECEIVED
APR 10 1970
FOR FILING

T-15010(1)
7459

March 20, 1970

MISC. CONTRACTS and
AGREEMENTS No. 3912

City of Eugene
City Hall
Eugene, Oregon 97401

Attention: M. E. Gause
City Recorder

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering a TOPICS Project on the Pacific Highway West at Prairie Road.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn
Att.

cc H. S. Cox
(agreement attached)

112-S

CENTRAL LANE PLANNING COUNCIL
AREA PLANNING REVIEW FORM

FILE NO. E-1-70

REQUESTING AGENCY City of Eugene

FUNDING AGENCY Bureau of Public Roads (Oregon Department of Transportation)

Date Received for Review February, 1970 Final Action Date March 3, 1970

PROJECT DATA

PROJECT NO. _____ NAME AND DESCRIPTION Intersection of Prairie Road and Pacific Highway West (U. S. 99): Install fully activated traffic control signals, rechannel intersections, realign and widen Prairie Road approach, install automatic drop arm gates at Oregon Electric Railway crossing interconnected to traffic signals.

TOTAL COST $80,000 Local $16,000 State $16,000 Federal $48,000

Other _____

STAFF REVIEW FINDINGS

The staff finds that the above listed project is x ~~is not~~ ____ of regional or intergovernmental significance; that Council review is x ~~is not~~ ____ necessary; that the project is x ~~is not~~ ____ consistent with comprehensive planning developed or in the process of development and will x ~~will not~~ ____ contribute to the fulfillment of such planning. Additional material is x ~~is not~~ ____ attached.

Date March 5, 1970 By Howard W. Buford
Howard W. Buford
Director of Planning

CENTRAL LANE PLANNING COUNCIL
REVIEW FINDINGS

The Council, after considering the staff findings concerning the above described project, finds that the project is x ~~is not~~ ____ of regional or intergovernmental significance; that Council review is x ~~is not~~ ____ necessary; that the project is x ~~is not~~ ____ consistent with comprehensive planning developed or in the process of development and will x ~~will not~~ ____ contribute to the fulfillment of such planning. Additional material ~~is~~ ____ is not x attached.

Date March 5, 1970 By Lawrence A. Rice
Lawrence A. Rice
Executive Secretary

E-1-70

REVIEW OF HIGHWAY INTERSECTION IMPROVEMENTS AND TRAFFIC SIGNALIZATION under the "TOPICS" PROGRAM (Traffic Operations Program to Increase Capacity and Safety)

APPLICANT: CITY OF EUGENE

PROJECT LOCATIONS:

1. Intersection of Roosevelt Boulevard with Pacific Highway West (U. S. 99)

2. Intersection of Prairie Road and Pacific Highway West (U. S. 99)

General Statement

The City of Eugene has submitted the two above-mentioned projects to the Highway Division, State Department of Transportation, asking for approval and financing under the Bureau of Public Roads "TOPICS" program. Although the projects must be reviewed by CLPC and a "204" certification given thereon, at this point in time it is not necessary that the metropolitan area have an adopted comprehensive "TOPICS" plan. Judging from the tentative comprehensive "TOPICS" plans prepared by Eugene and Springfield, however, the two projects now being submitted for consideration would rate at the top or close thereto on any reasonable priority rating.

On February 18, 1970 the Technical Advisory Committee (TAC) of the Eugene-Springfield Area Transportation Study (E-SATS) met to discuss the merits of these two projects, which are more fully described below.

1. Location: Intersection of Roosevelt Boulevard and Pacific Highway West (U. S. 99).
   System: Tentative Federal Aid Primary (FAP) Type II
   Project Type: TOPICS
   Description: Install fully activated traffic control signals, widen and reconstruct Roosevelt Boulevard to 54 feet, four-lane curbed section approximately 350 feet in each direction from Pacific Highway West.
   Existing Facility (Roosevelt Boulevard) paved surface varying in width, 22 feet to 25 feet, variable shoulders, no curbs.
   Number of Lanes Proposed (Roosevelt Boulevard) four 12-foot travel lanes; three-foot-shy distances from curbs; no parking.
   Right of Way: Additional right of way required.
   Estimated Cost: $90,000 including right of way.
   Hearing: Public hearing or opportunity for same required.

During the discussion in TAC it was submitted and recognized that similar problems of equal congestion occur on 6th and 7th Avenues closer to the civic center. It was also recognized

that little would be gained in solving a problem closer to the city center until this outer bottleneck is relieved. The overall traffic flow can be best accommodated in this instance by generally scheduling intersectional improvements progressing from the exterior toward the center. The proposed improvements will be compatible with the future "Roosevelt Freeway" as now proposed.

2. Location: Intersection of Prairie Road and Pacific Highway West (U. S. 99)
   System: Tentative Federal Aid Primary (FAP) Type II
   Project Type: TOPICS
   Description: Install fully activated traffic control signals, rechannel intersections, realign and widen Prairie Road approach, install automatic drop arm gates at Oregon Electric Railway crossing interconnected to traffic signals.
   Existing Facility (Prairie Road) paved surface varying in width 20 feet to 22 feet, variable gravel shoulders, no curbs.
   Number of Lanes Proposed (Prairie Road) two 11-foot inside lanes, two 12-foot outside lanes, four-foot paved shoulders. Curbs on island areas only.
   Right of Way: Additional right of way required.
   Estimated cost: $80,000 including right of way.
   Hearing: Public hearing or an opportunity for same required. P. U. C. hearing required.

TAC discussed the relative merits of this plan with a previous proposal (shown on the E-SATS Interim Plan) to extend Maxwell Road west to Highway U. S. 99 and the vacation of the present Prairie Road grade crossing. There is no question as to the greater merits of a Maxwell extension west. However, the City of Eugene-O. E. Ry. -P. U. C. hearing held for the purpose of extending Maxwell Road failed to achieve that program, leaving no recourse but to improve the existing crossing. In the opinion of TAC this railroad grade crossing and acute-angle intersection with U. S. 99 constitute probably the most hazardous intersection in the Eugene-Springfield area. The improvement as proposed will materially help to improve the situation.

Staff Findings and Recommendations

The CLPC staff finds that both projects are warranted in order to provide better traffic flow and traffic safety. The projects are of regional and intergovernmental significance in that they will aid in serving state, county and city thoroughfares. Council review is necessary. The projects are consistent with the E-SATS "Development Plan -Eugene-Springfield Metropolitan Region" except for the deviation from the Maxwell Road crossing as necessitated by the P. U. C. ruling. Both projects will contribute to the implementation of said plan. Approval of the applications is recommended.

Howard W. Buford
Director of Planning
Central Lane Planning Council

112-S

CENTRAL LANE PLANNING COUNCIL
AREA PLANNING REVIEW FORM

FILE NO. E-1-70

REQUESTING AGENCY City of Eugene

FUNDING AGENCY Bureau of Public Roads (Oregon Department of Transportation)

Date Received for Review February, 1970 Final Action Date March 3, 1970

PROJECT DATA

PROJECT NO. _____ NAME AND DESCRIPTION Intersection of Roosevelt Boulevard with Pacific Highway West (U. S. 99): Install fully activated traffic control signals, widen and reconstruct Roosevelt Boulevard to 54 feet, four-lane curbed section approximately 350 feet in each direction from Pacific Highway West.

TOTAL COST $90,000 Local $18,000 State $18,000 Federal $54,000

Other _____

STAFF REVIEW FINDINGS

The staff finds that the above listed project is x ~~is not~~ ____ of regional or intergovernmental significance; that Council review is x ~~is not~~ ____ necessary; that the project is x ~~is not~~ ____ consistent with comprehensive planning developed or in the process of development and will x ~~will not~~ ____ contribute to the fulfillment of such planning. Additional material is x ~~is not~~ ____ attached.

Date March 5, 1970

By Howard W. Buford
Howard W. Buford
Director of Planning

CENTRAL LANE PLANNING COUNCIL
REVIEW FINDINGS

The Council, after considering the staff findings concerning the above described project, finds that the project is x ~~is not~~ ____ of regional or intergovernmental significance; that Council review is x ~~is not~~ ____ necessary; that the project is x ~~is not~~ ____ consistent with comprehensive planning developed or in the process of development and will x ~~will not~~ ____ contribute to the fulfillment of such planning. Additional material ~~is~~ ____ is not x attached.

Date March 5, 1970

By Lawrence A. Rice
Lawrence A. Rice
Executive Secretary

E-1-70

REVIEW OF HIGHWAY INTERSECTION IMPROVEMENTS AND TRAFFIC SIGNALIZATION under the "TOPICS" PROGRAM (Traffic Operations Program to Increase Capacity and Safety)

APPLICANT: CITY OF EUGENE

PROJECT LOCATIONS:

1. Intersection of Roosevelt Boulevard with Pacific Highway West (U. S. 99)

2. Intersection of Prairie Road and Pacific Highway West (U. S. 99)

General Statement

The City of Eugene has submitted the two above-mentioned projects to the Highway Division, State Department of Transportation, asking for approval and financing under the Bureau of Public Roads "TOPICS" program. Although the projects must be reviewed by CLPC and a "204" certification given thereon, at this point in time it is not necessary that the metropolitan area have an adopted comprehensive "TOPICS" plan. Judging from the tentative comprehensive "TOPICS" plans prepared by Eugene and Springfield, however, the two projects now being submitted for consideration would rate at the top or close thereto on any reasonable priority rating.

On February 18, 1970 the Technical Advisory Committee (TAC) of the Eugene-Springfield Area Transportation Study (E-SATS) met to discuss the merits of these two projects, which are more fully described below.

1. Location: Intersection of Roosevelt Boulevard and Pacific Highway West (U. S. 99).
   System: Tentative Federal Aid Primary (FAP) Type II
   Project Type: TOPICS
   Description: Install fully activated traffic control signals, widen and reconstruct Roosevelt Boulevard to 54 feet, four-lane curbed section approximately 350 feet in each direction from Pacific Highway West.
   Existing Facility (Roosevelt Boulevard) paved surface varying in width, 22 feet to 25 feet, variable shoulders, no curbs.
   Number of Lanes Proposed (Roosevelt Boulevard) four 12-foot travel lanes; three-foot-shy distances from curbs; no parking.
   Right of Way: Additional right of way required.
   Estimated Cost: $90,000 including right of way.
   Hearing: Public hearing or opportunity for same required.

During the discussion in TAC it was submitted and recognized that similar problems of equal congestion occur on 6th and 7th Avenues closer to the civic center. It was also recognized

that little would be gained in solving a problem closer to the city center until this outer bottleneck is relieved. The overall traffic flow can be best accommodated in this instance by generally scheduling intersectional improvements progressing from the exterior toward the center. The proposed improvements will be compatible with the future "Roosevelt Freeway" as now proposed.

2. Location: Intersection of Prairie Road and Pacific Highway West (U. S. 99)
   System: Tentative Federal Aid Primary (FAP) Type II
   Project Type: TOPICS
   Description: Install fully activated traffic control signals, rechannel intersections, realign and widen Prairie Road approach, install automatic drop arm gates at Oregon Electric Railway crossing interconnected to traffic signals.
   Existing Facility (Prairie Road) paved surface varying in width 20 feet to 22 feet, variable gravel shoulders, no curbs.
   Number of Lanes Proposed (Prairie Road) two 11-foot inside lanes, two 12-foot outside lanes, four-foot paved shoulders. Curbs on island areas only.
   Right of Way: Additional right of way required.
   Estimated cost: $80,000 including right of way.
   Hearing: Public hearing or an opportunity for same required. P. U. C. hearing required.

TAC discussed the relative merits of this plan with a previous proposal (shown on the E-SATS Interim Plan) to extend Maxwell Road west to Highway U. S. 99 and the vacation of the present Prairie Road grade crossing. There is no question as to the greater merits of a Maxwell extension west. However, the City of Eugene-O. E. Ry. -P. U. C. hearing held for the purpose of extending Maxwell Road failed to achieve that program, leaving no recourse but to improve the existing crossing. In the opinion of TAC this railroad grade crossing and acute-angle intersection with U. S. 99 constitute probably the most hazardous intersection in the Eugene-Springfield area. The improvement as proposed will materially help to improve the situation.

Staff Findings and Recommendations

The CLPC staff finds that both projects are warranted in order to provide better traffic flow and traffic safety. The projects are of regional and intergovernmental significance in that they will aid in serving state, county and city thoroughfares. Council review is necessary. The projects are consistent with the E-SATS "Development Plan -Eugene-Springfield Metropolitan Region" except for the deviation from the Maxwell Road crossing as necessitated by the P. U. C. ruling. Both projects will contribute to the implementation of said plan. Approval of the applications is recommended.

Howard W. Buford
Director of Planning
Central Lane Planning Council

TOM McCALL
GOVERNOR

EDWARD G. WESTERDAHL, II
Director

EXECUTIVE DEPARTMENT

5 CAPITOL • • • • • • • • • SALEM, OREGON 97310

February 26, 1970

J. M. F.

Department of Transportation
Highway Division
State Highway Building
Salem, Oregon 97310

Attention Mr. L. H. Young, Program and Planning Engineer

TOPICS PROGRAM--PRAIRIE ROAD, EUGENE

TOPICS PROGRAM--ROOSEVELT ROAD, EUGENE

Your Notices of Intent on these projects have been referred to the appropriate state agencies for review. All concur with the proposals as means of improving traffic movement and safety. Recommendations were made that the projects include the use of the latest advancements in guardrails and energy absorbing barriers.

We are pleased to add our approval of the projects.

Ed Westerdahl II

Edward G. Westerdahl II
Director

EGW:lks

RECEIVED
MAR 3 1970
PROGRAM & PLANNING
DIVISION

MAR -1 REC'D

Order No. 70-150

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

SXF-442

In the Matter of the Application of the City of Eugene for authority to relocate and reconstruct Crossing No. 3E-138.3 at grade with the tracks and right-of-way of Oregon Electric Railway Company at or near Eugene in Lane County in Section 15, Township 17 South, Range 4 West, W. M.

ORDER

On February 14, 1968, the City of Eugene duly filed an application with the Commissioner seeking authority to relocate and reconstruct Crossing No. 3E-138.30 over the tracks of the Oregon Electric Railway Company near the City of Eugene, Lane County, Oregon.

Copies of the application were duly served upon the Oregon Electric Railway Company, Oregon State Highway Department, and the Robert G. Beckley Estate.

Answers were received and the matter set down for hearing.

On November 19, 1969, applicant filed an amended application; and on December 16, 1969, applicant filed a second amended application.

Copies of the amended application and the second amended application were duly served on the parties of interest.

Due consideration has been given to all representations in the second amended application and responses thereto. No matters within the scope of ORS Chapter 763 are in issue and no hearing will be required.

Based on the second amended application, the files and field investigation of the Commissioner, it is found that the second amended application should be granted upon the following terms and conditions. It is therefore

ORDERED that:

1. Authority to relocate and reconstruct Crossing No. 3E-138.30 at grade as requested herein is hereby granted.

2. Applicant shall construct the street to within 2 feet of the outer rails.

3. Oregon Electric Railway Company shall construct the crossing area between lines drawn 2 feet outside of outer rails.

4. Applicant shall pay for the construction of the crossing.

5. Costs of maintenance of the crossing area lying inside lines drawn 2 feet outside of outer rails shall be borne by the Oregon Electric Railway Company.

6. Applicant and railroad shall pay 50% each for the installation of two Commissioner's Standard No. 2 flashing light signals supplemented with Commissioner's Standard No. 4 automatic gates.

7. Maintenance of the automatic gates and flashing lights shall be borne as follows:

   (a) Normal maintenance - 50% applicant
   50% railroad

   (b) If damaged by railway rolling stock - 100% railroad

   (c) If damaged by vehicle colliding with vehicle - 100% applicant

   (d) If damaged by vehicle alone colliding with signals - 100% applicant

   (e) If damaged by train-vehicle accident - 50% applicant, 50% railroad

8. Applicant shall construct and maintain train actuated vehicle control signals at the intersection of the Pacific Highway West and Prairie Road adjacent to the crossing. Applicant shall pay all costs of construction and maintenance thereof, subject to agreement with the State Highway Commission.

9. The crossing shall not be opened to vehicular traffic until such times as the automatic gates and flashing lights are in operation.

Made, entered and effective FEBRUARY 17 1970.

PUBLIC UTILITY COMMISSIONER OF OREGON

John R. Haley
Public Utility Commissioner

RECEIVED
FEB 4 - 1970
FOR FILING
T-5010(1)
7459

February 3, 1970

Mr. Larry Rice, Executive Secretary
Central Lane Planning Council
1643 Oak Street
Eugene, Oregon 97401

Dear Mr. Rice:

Attached are maps and project data sheets showing the locations of two proposed TOPICS projects in Eugene. The projects involve signal installation and other minor improvements.

The two projects are on the Pacific Highway West (US99) and are also on the FAP Type II System. One project is at the intersection of Roosevelt Boulevard and the other at the intersection of Prairie Road.

We are submitting these projects for your review in conformance with Section 204 of the Demonstration Cities and Metropolitan Development Act.

Since these projects are minor, we suggest you comment without a formal review, thus expediting the matter.

Your cooperation in this will aid in programming Federal-aid projects in Lane County.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

Attachments

bc:	Forrest Cooper	L. H. Young
	R. L. Porter	H. S. Cox
	P. B. Klaboe	R. E. Royer
	Victor D. Wolfe	D. J. Barbee
WDA:bls sr		F. B. Crandall

MEMO TO R. L. SCHROEDER
January 14, 1970

PROJECT DATA

Type of Project: TOPICS
System: Tentative FAP Type II
Location: Intersection of Prairie Road and Pacific Highway West (US 99)

Description: Install fully actuated traffic control signals, rechannelization of intersection, realign and widen Prairie Road approach, install automatic drop arm gates at O.E.R.R. crossing interconnected to traffic signals.

Estimated Cost: $80,000 including right-of-way.

Number of Lanes (Prairie Road): Two 11-foot inside lanes, two 12-foot outside lanes, 4-foot paved shoulders. Curbs on island areas only.

Traffic: See attached map.

Right-of-way: Additional right-of-way required.

Existing Facility (Prairie Road): Paved surface varying in width 20 feet to 22 feet, variable gravel shoulders, no curbs.

Hearing: Public hearing or opportunity for same required. PUC hearing required.

RU:ljt

T-5010(1)
7459

February 2, 1970

State of Oregon Executive Department
Federal Aid Coordination Unit
Room S, State Capitol
Salem, Oregon 97310

Gentlemen:

Re: TOPICS Projects in Eugene

In accord with Executive Memorandum 01-270-02, attached in quintuplicate are the completed Notices of Intent to apply for federal assistance for two Traffic Operations Program to Increase Capacity for Safety (TOPICS) projects to be constructed in the City of Eugene.

It is anticipated that these are projects of local interest only, for which the area agencies will have few, if any, comments to make.

Present plans indicate the call for bids on these projects in July of this year.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

cc: R. E. Simpson, BPR
F. B. Klaboe
H. S. Cox
R. L. Schroeder
B. L. Gifford

RWE:ia

ATTACHMENT B

NOTICE OF INTENT

TO: State of Oregon Executive Department
Federal Aid Coordination Unit
Room 5, State Capitol
Salem, Oregon 97310

FROM: Applicant Agency Oregon State Highway Division State Highway Building (Address)

Contact Person L. H. Young 2761 (Phone)

1. Project Location

Administrative District 5 City Eugene

County Lane Special District(s) (if applicable)

Other affected jurisdictions/agencies Oregon Electric Railroad
City of Eugene Central Lane Planning Comm. Lane County

2. Federal Program

Common Program Name Traffic Operations Program to Increase Capacity and Safety (TOPICS)

Authorizing Legislation Section 135, Federal-Aid Highway Act - 1968, Chapter I, Title 23 (Public Law No. and Title)

Fed. Admin. Agency: Dept. Transportation

Agency Bureau of Public Roads

3. Estimated Project Cost

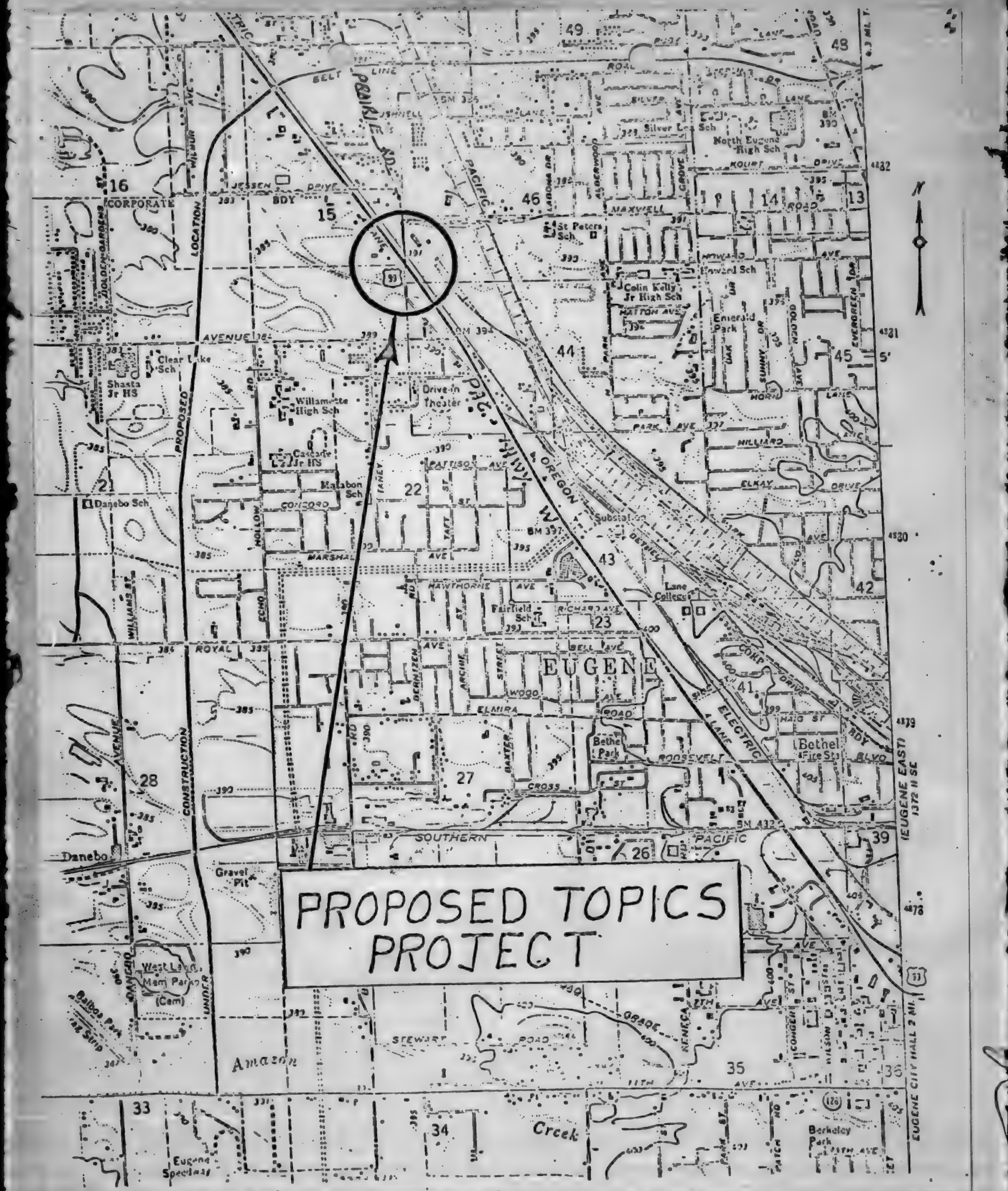
Federal Share	☐ Loan ☒ Grant $49,500	Source of State Agency Share (if any)	
Local Applicant Share	14,250	General Fund	
*State Agency Share	14,250	Other Funds (specify)	
Other (specify) Oregon Electric R.R.	2,000		
TOTAL	80,000	*Total State Agency Share	$14,250

*Indicates totals should be equal.

4. Estimated Application Filing Date June 1970

5. Project Description (Please use back of page, attaching supplemental sheets if necessary.)

Traffic control installation at Prairie Road and Pacific Highway West. Project to consist of installation of fully controlled traffic control signals, re-channelization of intersection, realign and widen Prairie Road approach, install automatic drop arm gates at O.E.R.R. crossing, interconnect drop arm gate with traffic signals, and incidental work required to complete the installation. (See attached map for location.)


PROPOSED TOPICS PROJECT
EUGENE
PRAIRIE RD.
PACIFIC HWY. 99
OREGON ELECTRIC
SOUTHERN PACIFIC
Danebo
Amazon Creek
Fairfield Sch
Lane College
Bethel Fire Sta
Bethel Park
North Eugene High Sch
Colin Kelly Jr High Sch
Howard Sch
St Peters Sch
Emerald Park
Drive-in Theater
Willamette High Sch
Cascade Jr HS
Shasta Jr HS
Clear Lake Sch
Malabon Sch
Danebo Sch
Gravel Pit
West Lawn Mem Park (Cem)
Eugene Specialties
Berkeley Park
Substation
Silver Lea Sch
EUGENE EAST 1372 II SE
EUGENE CITY HALL 2 MI.

ATTACHMENT B

NOTICE OF INTENT

TO: State of Oregon Executive Department
Federal Aid Coordination Unit
Room 5, State Capitol
Salem, Oregon 97310

FROM: Applicant Agency Oregon State Highway Division State Highway Building (Address)

Contact Person L. H. Young 2761 (Phone)

1. Project Location

Administrative District 5 City Eugene

County Lane Special District(s) (if applicable)

Other affected jurisdictions/agencies City of Eugene; Central Lane Planning Comm.; Lane Co.

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2. Federal Program

Common Program Name Traffic Operations Program to Increase Capacity and Safety (TOPICS)

Authorizing Legislation Section 135, Federal-Aid Highway Act - 1968, Chapter I, Title 23 (Public Law No. and Title)

Fed. Admin. Agency: Dept. Transportation

Agency Bureau of Public Roads

3. Estimated Project Cost

Federal Share ☐ Loan ☒ Grant	$54,600	Source of State Agency Share (if any)	
Local Applicant Share	17,700	General Fund	
*State Agency Share	17,700	Other Funds (specify)	
Other (specify)	-		
TOTAL	$90,000	*Total State Agency Share	$17,700

*Indicates totals should be equal.

---

4. Estimated Application Filing Date June 1970

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5. Project Description (Please use back of page, attaching supplemental sheets if necessary.)

Traffic signal installation at Roosevelt Boulevard and Pacific Highway West. Project to consist of installing fully actuated traffic control signals, widening and reconstructing Roosevelt Boulevard to 54 feet with a 4-lane curbed section approximately 350 feet in each direction from Pacific Highway West, and other incidental work required to complete the installation.

(See attached map for location.)

PROPOSED TOPICS PROJECT
EUGENE
PACIFIC HIGHWAY W.
OREGON
Willamette High Sch
Drive-in Theater
Clear Lake Sch
Shasta Jr HS
Cascade Jr HS
Danebo Sch
Matthew Sch
St Peters Sch
Howard Sch
Colin Kelly Jr High Sch
Emerald Park
North Eugene High Sch
Silver Lea Sch
Substation
Lane College
Fairfield Sch
Bethel Park
Bethel Fire Sta
Gravel Pit
West Lawn Mem Park (Cem)
Eugene Speedway
Berkeley Park
Creek
Danebo
CORPORATE LIMITS
PROPOSED LOCATION
CONSTRUCTION
SOUTHERN PACIFIC
BELT LINE ROAD
MAXWELL ROAD
HOWARD AVE
HILLIARD
ELKAY DRIVE
MARSHALL AVE
HAWTHORNE AVE
ROYAL AVENUE
ELMIRA ROAD
HAIG ST
ROOSEVELT
5TH AVE
11TH AVE
PARK AVE
HATTON AVE
JESSEN DRIVE
CORP YARD DRIVE
SPRINGFIELD DR
SILVER LANE
BUSHNELL LANE
PATTISON AVE
CONCORD
BELL AVE
WOOD AVE
CROSS ST
RICHARD AVE
HOUST DRIVE
SANTA CLARA AVE
4.3 MI. TO
(EUGENE EAST) 1372 II SE
EUGENE CITY HALL 2 MI.
BM 384
BM 394
BM 397
BM 432
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4482
4481
4480
4479
4478
5'

TRANSACTION NUMBERS 1-21 AND 1-22

FORM PR-48 (REV. 7-67)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 1-13-70

BY (Signature): MR. YOUNG'S JANUARY 9, 1970 LETTER

TITLE: PROGRAM AND PLANNING ENGINEER

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☐ FAS ☒ OTHERS TOPICS

STAGE 1 * ITEM NOS. _____ THRU _____

STAGE 2 ITEM NOS. 3 THRU 4.

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) LOCATION	WORK
3	T-5010(2)	0.06	78,000	49,500	PRAIRIE DRIVE AT US 99 IN EUGENE, OREGON	INTERSECTION IMPROVEMENT. TRAFFIC SIGNALS GRADE, DRAIN & PAVE APPROACH LANES R.R. SIGNALS WITH GATES R.R. PROTECTIVE SERVICE.
4	T-5010(1) 1-13-70	0.16	86,000	54,600	ROOSEVELT BLVD. AT INTERSECTION WITH US 99 IN EUGENE, OREGON	INTERSECTION IMPROVEMENT. TRAFFIC SIGNALS GRADE, DRAIN & PAVE APPROACH LANES

RECEIVED JAN 16 1970 ENGINEER COUNTY & CITY DIVISION

RECEIVED JAN 16 1970 OFFICE OF STATE HIGHWAY ENGINEER

FOR FHWA USE ONLY (Division)

THESE PROJECTS ARE APPROVED UNDER THE PROVISIONS OF SECTION 4(E)(3) OF IM 50-1-70 DATED JANUARY 12, 1970 WITH THE UNDERSTANDING THAT PROJECT NOTIFICATION WILL BE GIVEN TO APPROPRIATE CLEARINGHOUSES IN SUFFICIENT TIME TO PREPARE MEANINGFUL CONSULTATION AND COMMENT PRIOR TO YOUR REQUEST FOR LOCATION AND DESIGN APPROVAL.

NOTED HAROLD REYNOLDSON

NOTED R. H. PRANGE

NOTED H. S. COX

NOTED MAINOR C. HOLMES

Young 1-16-70

RECOMMENDED DATE	RECOMMENDED SIGNATURE AND TITLE	APPROVED DATE	APPROVED SIGNATURE AND TITLE
		1-13-70	For R. E. SIMPSON, DIVISION ENGINEER

NOTED Oscar H. Norberg

NOTED RICHARD UNREIN

NOTED P. B. ARENDSEN

NOTED R. W. ELLISON

NOTED HARWELL

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

MONTHLY TRANSACTION NO. 1-22

DATE SUBMITTED TO W. O. JAN 13 1970

FORM PR-1 (REV. 4-61)

FEDERAL-AID PRO (PPM 21-

CARD	REPORT NUMBER	PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR
CARD 2	1	Roosevelt Blvd. at US 99 (Eugene)	ADT	6,000 20,500*	11,500 43,000*	90

CARD	CHARACTER OF PROPOSED WORK (35 typewriter spaces)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTHY
CARD 3	Gr., Dr., H.T. Pave., Traffic Signals						B-3	

CARD	CLASS OF FEDERAL FUNDS	COUNTY NAME
CARD	TOPICS	

NAME OF URBAN AREA	ROUTE NO. T	FEDERAL-AID
Eugene 161		

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS
1	(14-15)	(16)	41	42	43 46	53		(54) (58)	(59) (66)	(67) (7
5	1-13-70				PE		Roosevelt Blvd. at intersection of US 99 in Eugene			
5					ROW					
5	30			3	CONST (CODE) TOPICS	3		0.16	86,000	54,600
								0.16	86,000	54,600

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS
1	14	PROGRAM APPROVAL DATES	(16) (23) (24)

B.P.R. OREGON DIVISION

JAN 13 1970

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
ADT	6,000 20,500*	11,500 43,000*	90	08	Oregon	35	077	4

PV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
			B-3		T-	5010(1)			

COUNTY NAME	CODE	PROGRAM STAGE
Lane	039	1 OR [X] 2

ROUTE NO.	FEDERAL-AID	STATE	U.S.
T		City St.	

MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
					Gr., dr., 4-12' lanes A.C. pave., 4' median, curb section with 1' shy distance (54' curb to curb) and traffic signal installation.
0.16	86,000	54,600	15,700	15,700 (City)	ROW-60' min.; Access Control-none; Park. Restrictions-complete.
0.16	86,000	54,600	15,700	15,700	

RECEIVED
JAN 15 1970
ENGINEER
COUNTY & CITY DIVISION

REMARKS

Relocation payments - none involved.

*ADT on Pacific Hwy. West US 99

USCOMM DUSCOMM-DC 48908-P61

ROOSEVELT BLVD. AT US 99W (EUGENE)
PROJECT T-5010(1)

Existing Facility

22 to 25-foot A.C. surface. 60' right of way. No curbs.

Adjacent Sections

East and West Ends: Same as existing.

Project Data

Grade and drain, 4-12' lanes A.C. pavement with 4' median, curbs with 1' shy distance. Installation of fully activated traffic signals. The improvement extends approximately 350 feet to the east and west of the intersection.

NOTE: The City of Eugene will accomplish the design and construction engineering without Federal participation under the control of the Highway Division. The City and State will acquire the necessary right of way without Federal participation.

Airports, Water Development, Parks and Recreation Areas, System Action, Railroads - None involved.

Public Hearing - Provisions of PPM 20-8 are in the process of being complied with.

The provisions of IM 50-2-65 and IM 21-12-67 are in the process of being complied with.

The State does not have the legal authority to regulate the use by Utilities of the rights of way of this project; however, an agreement will be obtained with the City of Eugene to provide such authority.

MONTHLY TRANSACTION NO. 1-21

DATE SUBMITTED TO W.O. JAN 13 1970

FORM PR-1 (REV. 4-61)

FEDERAL-AID PR

(PPM 21

CARD 2	REPORT NUMBER (19)–(20): 1	PROJECT LOCATION (45 typewriter spaces) (21–65): Prairie Dr. at US 99 (Eugene)	ADT	PRESENT: 8,000 / 10,000*	FUTURE: 15,200 / 21,000* (66)	(70)	YEAR: 90 (71)					
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) (26–62): Gr., Dr., H.T. Pave. and Signals	NATL. FOREST (63)–(65)	FH ROUTE NO. (66)–(69)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72)–(73): B-3	PL. AUTH (74)				
CARD	CLASS OF FEDERAL FUNDS: TOPICS	COUNTY NAME										
	NAME OF URBAN AREA (17–31): Eugene 161	ROUTE NO. T	FEDERAL-AID									

CARD 5	LINE NO. (14–15)	CHANGE CODE (16)	PROJECT CODE (41)	WORK CLASS (42)	WORK TYPE (43–46)	STEP (53)	TERMINI (Full description)	MILES (54)–(58)	ESTIMATED PROJECT COST: TOTAL ESTIMATED COST (59)–(66)	FEDERAL FUNDS (67)–(76)
1										
5	1-13-70				PE		Prairie Drive at intersection of US 99 in Eugene			
5					ROW					
5	30			3	CONST (CODE) TOPICS	3		0.06	78,000	49,500
CARD 1	CODE 1	PREPARED BY					PROJECT TOTALS	0.06	78,000	49,500
1	14	PROGRAM APPROVAL DATES							(16)–(23)	(24)–(33)

RECEIV
JAN 15 1970
ENGINEER
COUNTY & CITY DIVIS

B.P.R. OREGON DIVISION
JAN 13 [illegible]

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
ADT	8,000 10,000*	15,200 21,000*	90	08	Oregon	35	077	3

AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
			B-3		T-	5010(2)			

COUNTY NAME: Lane — CODE: 039

PROGRAM STAGE: [ ] 1 OR [X] 2

ROUTE NO.	FEDERAL-AID	STATE	U.S.
161 T		City St.	

LES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
					Gr., dr., 3-12' lanes A.C. pave., traffic signals, R.R. signals with gates. R.R. protective service.
0.06	78,000	49,500	13,250	13,250 (City) 2,000 (R.R.)	ROW-60' min.; Access Control-none; Park. Restrictions-none; R.R.- adjust. required including preparatory work.
0.06	78,000	49,500	13,250	15,250	

RECEIVED
JAN 15 1970
ENGINEER
COUNTY & CITY DIVISION

REMARKS

Relocation payment - none involved.

*ADT on Pacific Hwy. West US 99

NOTED
HAROLD REYNOLDSON

USCOMM DUSC-WMSC-41808, P61

NOTED
DON HARWELL

PRAIRIE DRIVE AT US 99 IN EUGENE
PROJECT T-5010(2)

Existing Facility

20 to 22-foot bituminous surface without curbs.

Adjacent Sections

North End: Same as existing facility.

South End: Connects to Pacific Hwy. West US 99.

Project Data

The project consists of grade and drain, 2-12' travel lanes and 1-12' southbound storage and right turn lane, A.C. pavement with 8 to 10-foot shoulders, construction of acceleration and deceleration lane on northbound side of Pacific Hwy. West (US 99), installation of fully activated traffic signals and installation of railroad crossing signals with gates. The improvement extends northerly approximately 300 feet from the intersection with Pacific Hwy. West (US 99).

NOTE: The City of Eugene will accomplish design and construction engineering without Federal participation under the control of the Highway Division. The City and the State will acquire the necessary rights of way without Federal participation.

Railroad Data

Name:	Oregon Electric
No. of Tracks:	1 (Mainline)
No. of Trains:	8 (No Passengers)
No. of High Speed Trains:	None
Existing Protection:	Advance Warning & X-Bucks
Proposed Protection:	Signal with Short Arm Gates
Railroad Benefits:	Maximum

NOTE: City will obtain P.U.C. order and agreement with railroad for installation of crossing signals and gates by railroad.

Airports, Water Development, Parks an
Areas, System Action: None involved.

Public Hearing: Provisions of PPM 20
process of being complied with.

The provisions of IM 50-2-65 and IM 2
in the process of being complied with

The State does not have the legal aut
late the use by Utilities of the righ
this project; however, an agreement wi
will be obtained to provide such autho

E AT US 99 IN EUGENE
ECT T-5010(2)

uminous surface without curbs.

s existing facility.

ets to Pacific Hwy. West US 99.

sts of grade and drain, 2-12'
1-12' southbound storage and
A.C. pavement with 8 to 10-
onstruction of acceleration and
on northbound side of Pacific
installation of fully activated
nd installation of railroad cross-
gates. The improvement extends
imately 300 feet from the intersec-
Hwy. West (US 99).

of Eugene will accomplish design
engineering without Federal
der the control of the Highway
y and the State will acquire the
of way without Federal participation.

	Oregon Electric
	1 (Mainline)
	8 (No Passengers)
d Trains:	None
tion:	Advance Warning & X-Bucks
tion:	Signal with Short Arm Gates
ts:	Maximum

obtain P.U.C. order and agreement
r installation of crossing signals
ilroad.

Airports, Water Development, Parks and Recreation Areas, System Action: None involved.

Public Hearing: Provisions of PPM 20-8 are in the process of being complied with.

The provisions of IM 50-2-65 and IM 21-12-67 are in the process of being complied with.

The State does not have the legal authority to regulate the use by Utilities of the rights of way of this project; however, an agreement with the City will be obtained to provide such authority.

FORM E-80X—60H—8-66 SP°23800-734

T-5010(1)
7459

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE
SALEM, OREGON

December 23, 1969

To: Mr. L. H. Young
Program and Planning Engineer
BUILDING

SUBJECT: Initial Programming
TOPICS Projects
City of Eugene

As per recent discussions between Mr. F. B. Klaboe and Mr. R. E. Simpson, we are requesting that you obtain initial program approval from the Bureau of Public Roads for two TOPICS projects in Eugene which were approved by the Highway Commission this date.

Both of these projects are on Pacific Highway West (FAP-3, Type I) in northwest Eugene. The City of Eugene will design and supervise construction of these projects at its sole cost.

One project is at the intersection of Roosevelt Blvd. (FAP Type II-tentative system) which involves installation of a fully actuated traffic signal ($28,000), widening Roosevelt Blvd. to four lanes for approximately 350 feet on each approach to the signal ($58,000), and acquiring right-of-way in three quadrants of the intersection ($4,000) for a total estimated cost of $90,000. State and City will acquire right-of-way without Federal-Aid participation. A public hearing will be required.

The other project is at the intersection of Prairie Road (FAP Type II-tentative system) which involves installation of a fully actuated traffic signal ($28,000), minor realignment of the intersection and widening ($30,000), installation of railroad drop-arm gates ($20,000), and right-of-way acquisition in two quadrants of the intersection ($2,000) for a total estimated cost of $80,000. State and City will acquire right-of-way without Federal-Aid participation. A public hearing will be required. City will obtain P.U.C. order.

Attached for your information and use are the following:
1. Copies of project tabulations submitted to Highway Commission.
2. Map showing tentative Type II System approved by B.P.R. on August 25, 1969 for this area.
3. Eight copies of the Eugene Urban Area Map.

Richard Unrein
Urban-Aid Engineer
County and City Department

RU:ljt
Attachments

cc: F. B. Klaboe

NOTED
F. B. KLABOE

RECEIVED
DEC 23 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 29 1969
FOR FILING

I-5010(1)
7459

December 18, 1969

Oregon State Highway Commission

Gentlemen:

Presented for your consideration at the December 23 Commission meeting will be the first four requests for TOPICS projects in the State. As you are aware, TOPICS is a new Federal-Aid program geared to improve the efficiency and capacity of the existing major arterials in urban areas.

The City of Eugene is requesting two signalization projects on Pacific Highway West (#99) in northwest Eugene. One project is at the intersection of Roosevelt Boulevard which will require the installation of a fully-actuated traffic signal and intersection widening. The TOPICS funds for this project are estimated to be $90,000 of which approximately $13,200 will be the cost to the State. The other project is at the intersection of Prairie Road that will involve a minor relocation of the intersection, widening, installation of a fully-actuated traffic signal, and automatic railroad dropara gate protection. TOPICS funds for this project are estimated at $80,000 of which approximately $16,000 will be the cost to the State. These two projects will help alleviate peak-hour traffic congestion.

The City of Medford is requesting that the State develop an Areawide TOPICS Plan for the Medford urban area which will determine TOPICS projects and their priorities. Each urban area is required to develop such a plan under the TOPICS program. This study is estimated to cost approximately $5,000 of which $1,000 is the estimated cost to the State.

The City of Ontario is requesting an Areawide [illegible] is estimated to cost approximately $2,000 of which $400 will be the cost to the State.

These project requests have been investigated and are approved by the Bureau of Public Roads for funding under the [illegible] program. I recommend your approval and request authority for the Secretary to sign the agreements for and on your behalf.

Very truly yours,

Forrest Cooper
State Highway Engineer

Attach. (Summary)

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Tom Edwards
Victor D. Wolfe
L. H. Young
V. E. Skoog
F. B. Crandall
H. S. Cox
C. T. Keasey
H. S. Coulter

RU:ljt sr

SUMMARY - TOPICS FUNDS
FISCAL YEAR 1970 PROJECTS

City	Section	Programmed Amount	TOPICS Funds
Eugene	Pacific Highway West @ Roosevelt Blvd. Signals and widening.	$ 90,000	1970
Eugene	Pacific Highway West @ Prairie Road. Signals, widening, & R.R. gates.	80,000	1970
Medford	Medford Urban Area. Areawide TOPICS Plan.	5,000	1970
Ontario	Ontario Urban Area. Areawide TOPICS Plan.	2,000	1970
	Total New Projects	$177,000	

SUMMARY BY FISCAL YEARS	1970	Total
Allocated Funds	$2,743,000	$2,743,000
Approved Projects (Corrected to date)	--	--
Unprogrammed Balance	$2,743,000	$2,743,000
Projects Proposed 12/23/69	177,000	177,000
Unprogrammed Balance	$2,566,000	$2,566,000

CITY OF EUGENE
PROPOSED TOPICS PROJECT (1970 Funds)

Pacific Highway West (FAP 3, Type I) at Prairie Road (FAP, Type II). Minor intersection relocation and widening, traffic signal, and railroad crossing protection, $80,000.

Perform minor relocation of the Prairie Road intersection with Pacific Highway West to improve bad skew angle connection. Install fully actuated traffic control signal. Provide additional traffic lane on approach to traffic signal on Prairie Road for southbound traffic. Install automatic drop-arm gates with interconnection with traffic signal for protection of Oregon Electric Railroad grade-crossing of Prairie Road. Additional right-of-way required.

Public hearing required.

P.U.C. order to be acquired by City.

City will prepare plans and specifications and supervise construction at its sole cost. State will award contract and oversee project prosecution.

PROPOSED TOPICS PROJECT

EUGENE

Amazon Creek

Fairfield Sch

Willamette High Sch

Cascade Jr HS

Shasta Jr HS

Clear Lake Sch

Danebo Sch

Malabon Sch

Drive-in Theater

Lane College

Colin Kelly Jr High Sch

Howard Sch

St Peters Sch

Silver Lea Sch

North Eugene High Sch

Emerald Park

Bethel Park

Bethel Fire Sta

Berkeley Park

Eugene Speedway

Gravel Pit

West Lawn Mem Park (Cem)

Substation

Danebo

PACIFIC HWY W

SOUTHERN PACIFIC

PROPOSED LOCATION CONSTRUCTION

BELT LINE

PARK RD

PACIFIC

ELECTRIC LANE

SIDE

WILBUR AVE

GOLDEN GARDEN ST

JESSEN DRIVE

CORPORATE BDY

CLEAR LAKE AVENUE

DANEBO AVENUE

WILLIAMS ST

ECHO HOLLOW RD

TANEY RD

PATTISON AVE

MARSHALL AVE

HAWTHORNE AVE

BERNITZEN RD

ARCHIE STREET

BELL AVE

WOOD ELMIRA ROAD

BAXTER RD

CROSS ST

ROOSEVELT ST

CORP DRIVE

HAIG ST

BDY BLVD

ROYAL AVE

CONCORD ST

TAFT ST

LABONA DR

ALDERWOOD AVE

GROVE AVE

SILVER LANE

RUSHNELL LANE

SPRING DR

KOURT DRIVE

MAXWELL ROAD

HOWARD AVE

HATTON AVE

PARK AVE

OAK DR

SUNNY DR

GOLDEN AVE

EVERGREEN DR

HORN LANE

MILLIARD LANE

ELKAY DRIVE

PARK AVE

BETHEL

SANTA CLARA AVE

ROAD

LANE

DRIVE

AVE

ST

RD

BLVD

BM 385

BM 394

BM 397

BM 390

BM 432

99

126

N

4.3 MI. TO INT

4882

4881

4880

4879

4878

(EUGENE EAST) 1372 II SE

EUGENE CITY HALL 2 MI.

5'

10 49 48 16 15 46 14 13 44 45 21 22 43 42 23 41 28 27 26 39 35 36 33 34

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DEC 24 1969
FORM E-30X—50M—8-68 SP*23500-734

T-5010 (1)
7459

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 17, 1969

SUBJECT: TOPICS
City of Eugene

To: Mr. L. E. George
Assistant Traffic Engineer

BUILDING

NOV 2
F B KLABOE

Your letter of December 16 requests establishing a prefix to cover reviewing of preliminary drawings and informing the City of Eugene of design procedures and coordination to be followed on all future projects within the city of Eugene. This office feels that this work should be considered as a normal administrative function. Establishment of a prefix as stated in Mr. Klaboe's letter of December 1 pertains only to the work involved in producing the final plans, specifications, and bid proposals for advertising and awarding of contracts.

Therefore, we believe that there is no present need for establishment of a prefix.

H. S. Cox
County and City Engineer

RU:mm

cc: F. B. Klaboe
Tom Edwards

12-23-69
Settled: to be charged to code but cities will come here for admin.

F.B. KLABOE

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DEC 17 1969
OFFICE OF
STATE HIGHWAY ENGINEER

12-24-69
cc Cox

FORM E-99 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
December 16, 1969

To: Richard Unrein
Urban Aid Engineer
B U I L D I N G

SUBJECT: US99W and Prairie Road
City of Eugene

A copy of Al Williams' letter to Mr. Cox dated December 10 carries your note on the bottom that we should advise the City of Eugene of design procedures and coordination. Transmitted with this letter was a series of plans, very preliminary in nature, indicating some channelization and traffic signal work at US99W and Prairie Road.

In a letter dated December 1, Mr. Klaboe advised Hugh McKinley that the cost of finalizing design for any project was estimated at $600 for an average project, and that when the City's money was received a prefix would be established against which charges would be made. To this date we do not know of any such prefix that has been established for this particular work.

only - for work involving producing plans specs & bid proposals.

I would suggest that as soon as such a prefix has been established, the Traffic Division be advised at which time we will meet with Mr. Williams in Eugene and advise him of the information that would be necessary to show on his plans in order that we might properly check the layout for conformance to State standards. I assume that this would also be the desirable path to follow in the case of the construction work.

We will defer any action on this matter until we are advised of the above mentioned prefix.

L. E. George
Assistant Traffic Engineer

LEG:mk
cc: Tom Edwards
F. B. Klaboe

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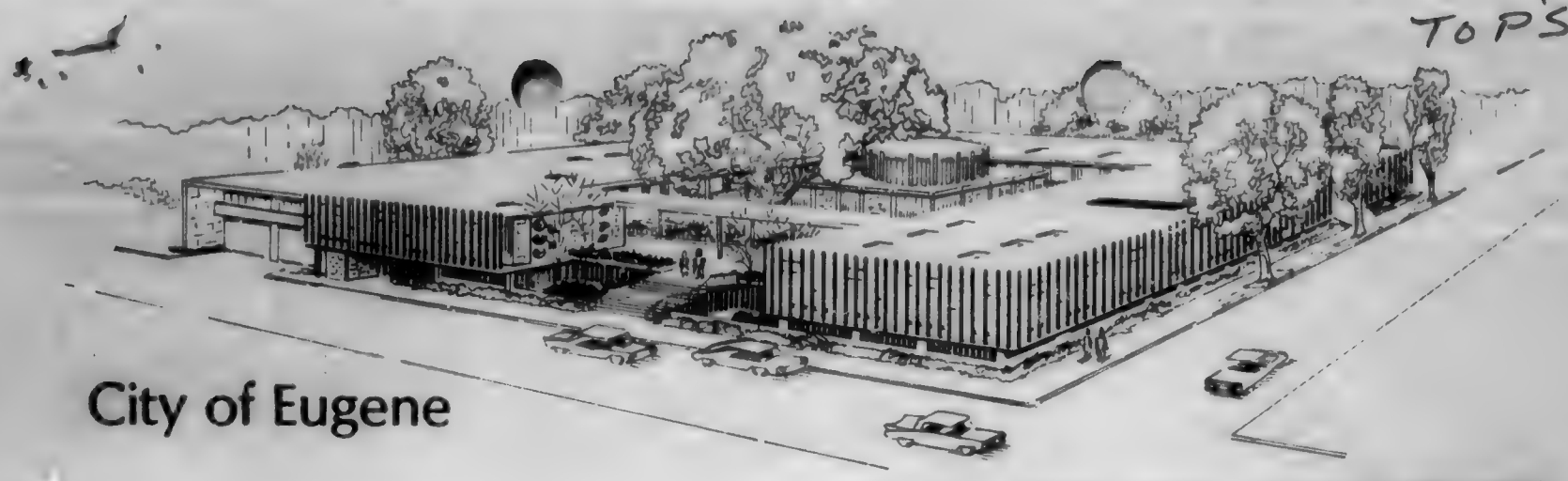
DEC 17 1969
ENGINEER
COUNTY & CITY DIVISION

NOTED
RICHARD UNREIN

NOTED
DON HARWELL

TOP'S



City of Eugene

City Hall • 777 Pearl Street • Eugene, Oregon 97401
Department of Public Works • Telephone 503/342-5221

December 10, 1969

Mr. H. S. Cox
County & City Engineer
Division of Highways
Highway Building
Salem, Oregon 97310

Dear Sir:

Enclosed are copies of preliminary drawings for two TOPICS projects. They are Pacific Highway and Roosevelt, and Pacific Highway and Prairie Road.

FILE

Emphasis is placed on the fact that these drawings are very preliminary in nature. They are intended to show only the concept and broad scope of the proposed work.

When actual design is underway, it is our understanding that street design will be coordinated through Salem and signal design through Roseburg and Salem. Some clarification of the procedures you wish us to follow would be desirable.

It is hoped that these preliminary plans will be what Mr. Unrein had in mind. If there are any questions concerning details, please give me a call.

NOTED
HAROLD
REYBOLDSEN

Very truly yours,

Alva Williams, Jr.
Traffic Engineer

AWJr:jh

enclosure

cc: Glen Clark, Roseburg W/Encl.

RECEIVED
DEC 11 1969
ENGINEER
COUNTY & CITY DIVISION

COPIES To VAL JOHNSON 12-15-69 - PLEASE ADVISE EUGENE of design procedures and coordination you desire.

12-17-69 to KLABOE

NOTED
R. H. PRANGE

NOTED
H. S. COX

NOTED
Noted
Oscar H. Norberg

NOTED
P. B. Arensmeier

NOTED
RICHARD UNREIN

NOTED
DON HARWELL

NOTE: USE ST ND
DESIGN ND
OREGON S
FOR STO
ITEM T

STANDARD DRAWINGS FOR
EN AND CONSTRUCTION
OM STATE HIGHWAY DEPT.
STORM SEWER AND PAVING
M TYPES

TEXACO

CONST. 275 FT. OF TYPE A
MONOLITHIC CURB AND G
REMOVE EXISTING CATCH BASIN
ABANDON EXISTING STORM

2.50%

END OF EXISTING ISLAND TO
BE MOVED 20 FT. SOUTHEAST

LIMITS OF EXCAVATION
AND PAVING

TYPE "A" CONCRETE
B AND GUTTER

CH BASIN

STING STORM PIPE

3'

59' PAV.

60' R/W

3'

A

A

CONST 100 FT.
TAPPERED SECTION
TO MATCH EXIST.
PAVING

T OF TYPE "A" CONCRETE
URB AND GUTTER

CONST. 215 FT
MONOLITHIC

SAN. SWR.

30" C.I.W.M.
6" A.C.W.M.

SHELL

CONST. 2 TYPE CG-1
CATCH BASINS

10" CGP

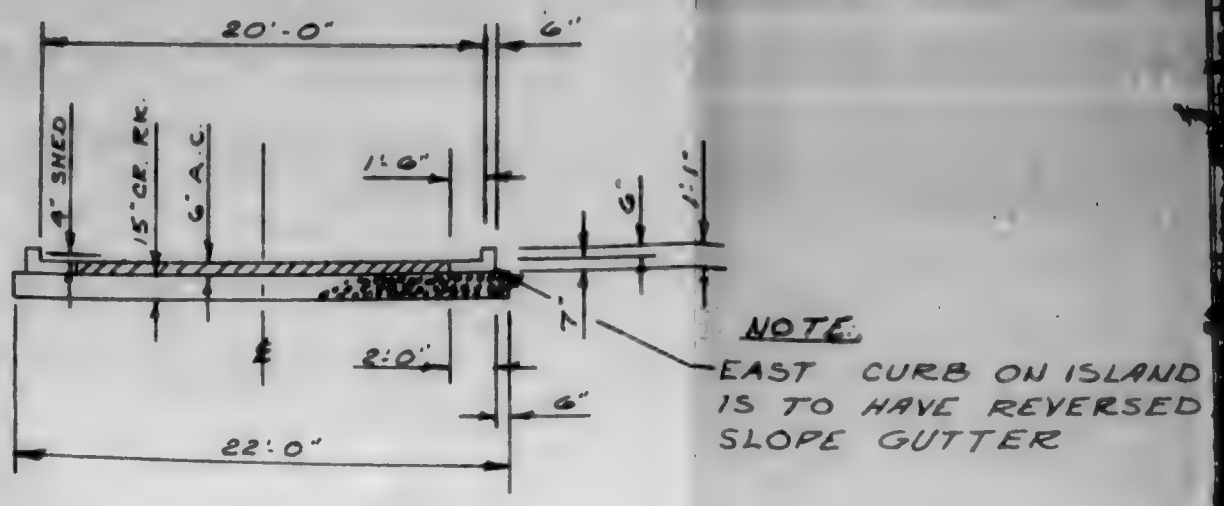
REMOVE EXISTING CATCH BASIN
AND CONST. MANHOLE

R=34'

10" CGP

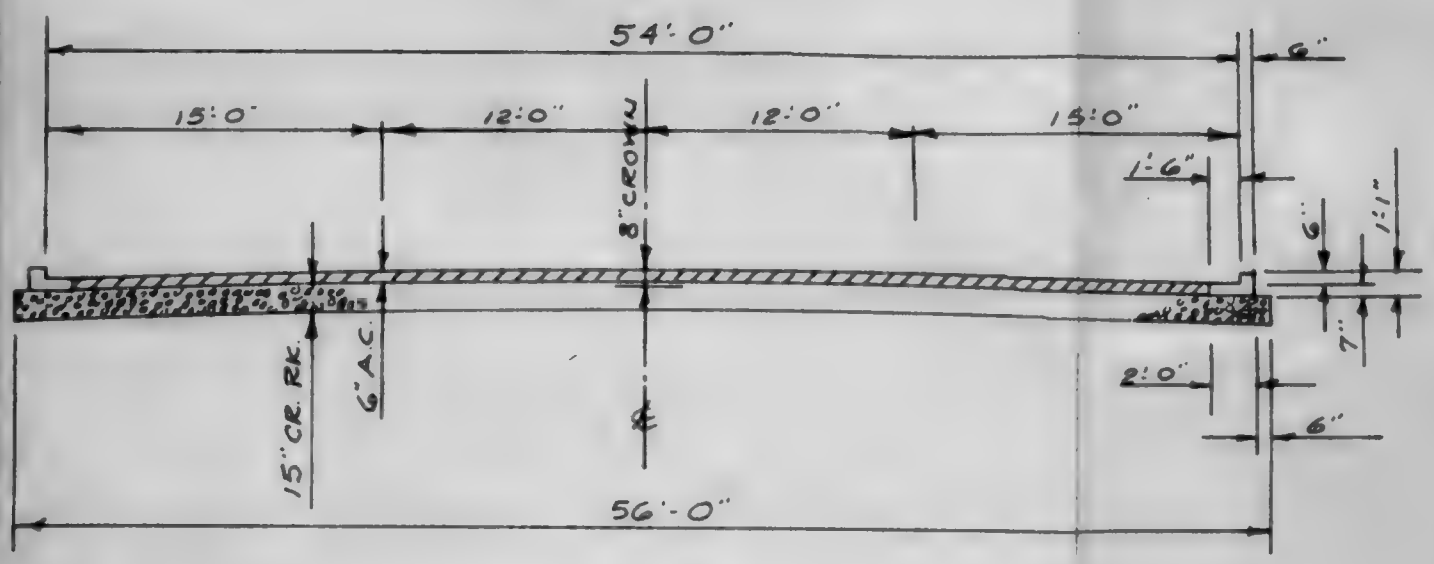
ST. SWR.

THAT PORTION OF EXISTING ISLAND
IN PAVING AREA TO BE REMOVED



SEC. B-B

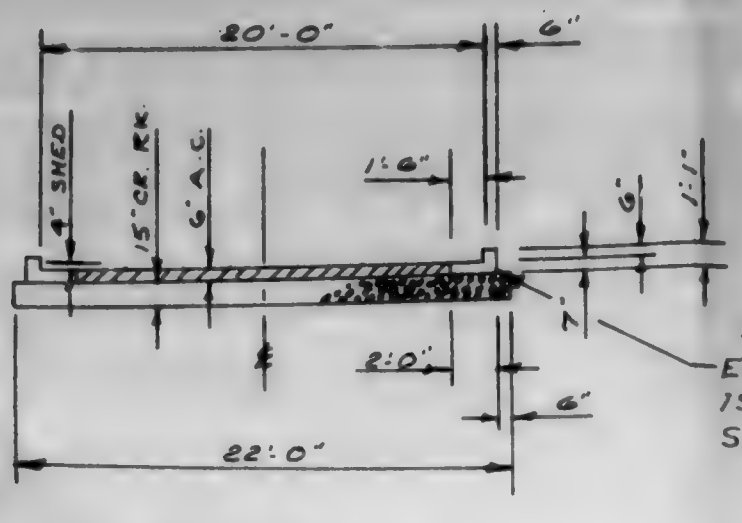
SCALE: 1" = 10'



SEC. A-A

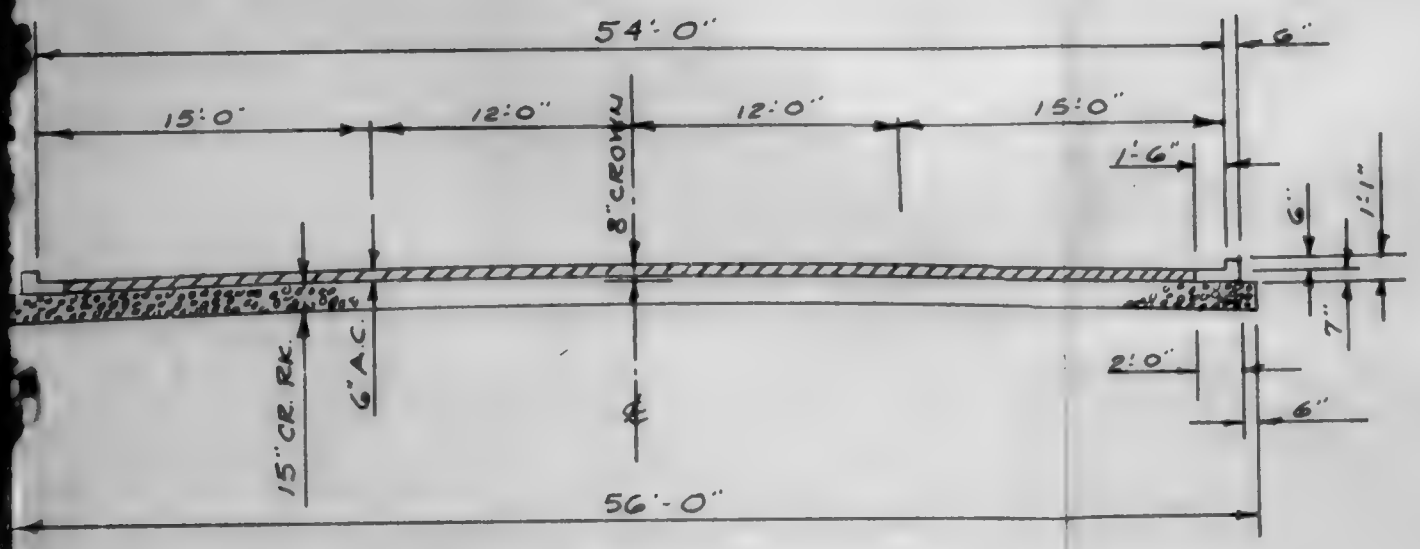
SCALE: 1" = 10'

U.S. HIGHWAY 99 N.



NOTE.
EAST CURB ON ISLAND IS TO HAVE REVERSED SLOPE GUTTER

SEC. B-B
SCALE: 1" = 10'



SEC. A-A
SCALE: 1" = 10'

U.S. HIGHWAY 99 N.

DATE	DEC. 5, 1969
SCALE	1" = 10'
DESIGNED BY	J. WAGNON
DRAWN BY	R.R.L.
CHECKED BY	
PROJECT NO.	608
ORD. NO.	
ASSESS. NO.	
O.F. NO.	
F.B. NO.	L.L. Bk. 1
TUBE NO.	(2-34) 2048
SHEET NO.	2 of 2

REV.	DATE	BY	DESCRIPTION

CONST. 270 FT. OF TYPE "A"
CONCRETE MONOLITHIC
CURB AND GUTTER

ROOSEVELT

EXISTING ISLAND
TO BE REMOVED

NEW ISLAND
TO BE BUILT

R. 70'

20'

B

B

10" C.C.P.

10" C.C.P.

10" C.C.P.

CONST. MANHOLE WITH
RING AND COVER MANH
DEPTH 5 FT. ±

CONST. 10" X-STR. CONC. CU
PIPE - TOTAL LENGTH 1

CONST. 3 TYPE CG-1
CATCH BASINS

CONST. 10" X-STR. CONCRETE
CULVERT PIPE - LENGTH 80 FT.

A

A

30' C.C. W.M.
AC W.M.

3'

54' PAV.

60' R/W

3'

CONST. 310 FT. OF TYPE
CONCRETE MONOLITHIC
CURB AND GUTTER

BLVD.

CONST. 100 FT
TAPPERED SECTION
TO MATCH EXISTING
PAVING

15" STORM SWR.

CONST. 285 FT. OF
15" X-STR. CONCRETE
CULVERT PIPE

WITH
MANHOLE

CONST MANHOLE OVER
EXISTING 30" CONCRETE
STORM SWR. - DEPTH 5 FT. ±

30" ST SWR.

NC. CULVERT
TH 100 FT.

CG-1

Const. Cost $58,000

U.S. HIGHWAY 99 N.

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COUNTY & CITY DIVISION

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SUBJECT TO CHANGE

U.S. HIGHWAY 99 N.

INTERSECTION RECONSTRUCTION

HIGHWAY 99 NORTH AND ROOSEVELT BLVD.

PLAN AND PROFILE

CITY OF EUGENE

DEPT. OF PUBLIC WORKS ENGINEERING DIV.

EUGENE, OREGON

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COUNTY & CITY DIVISION

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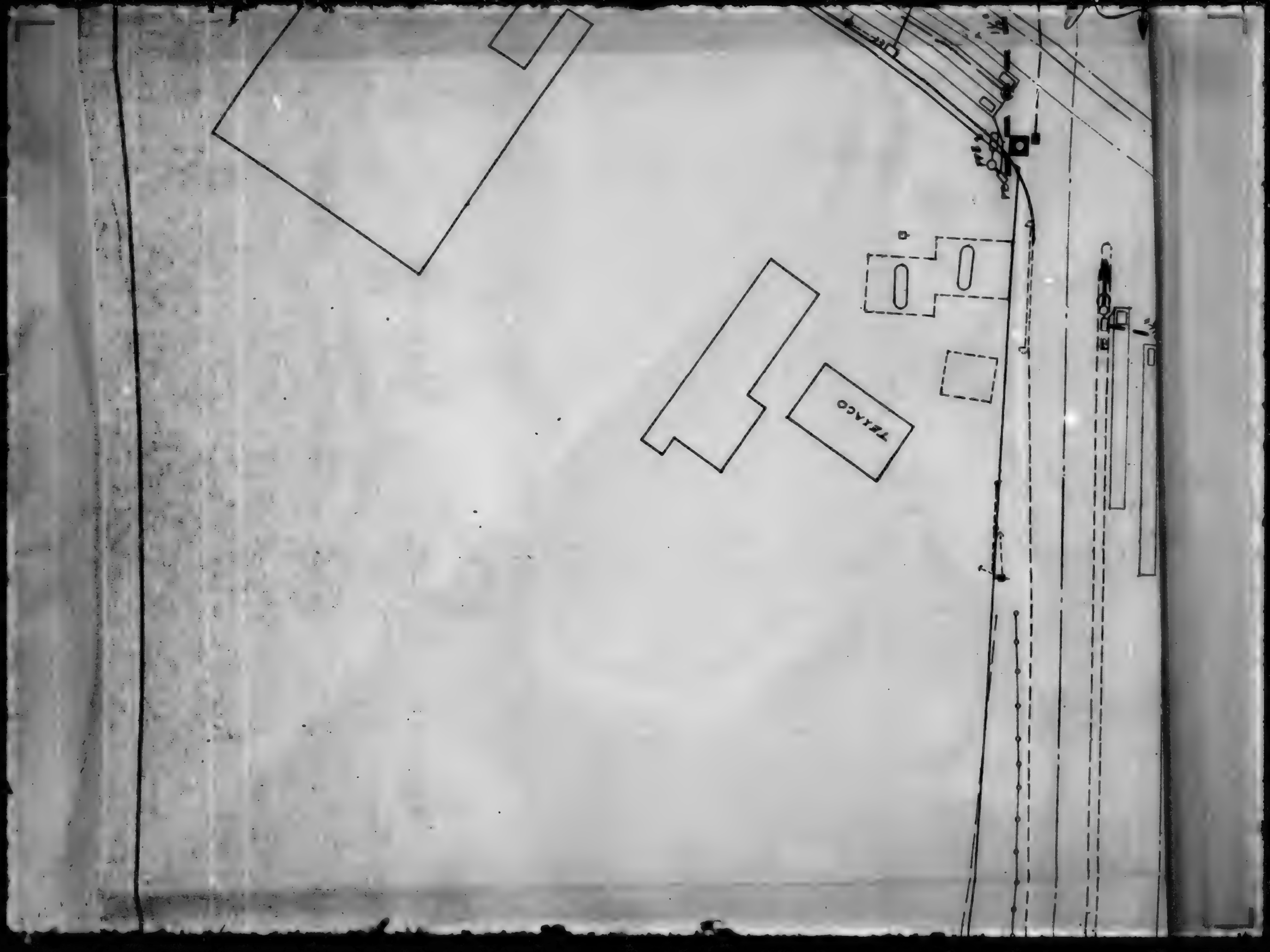
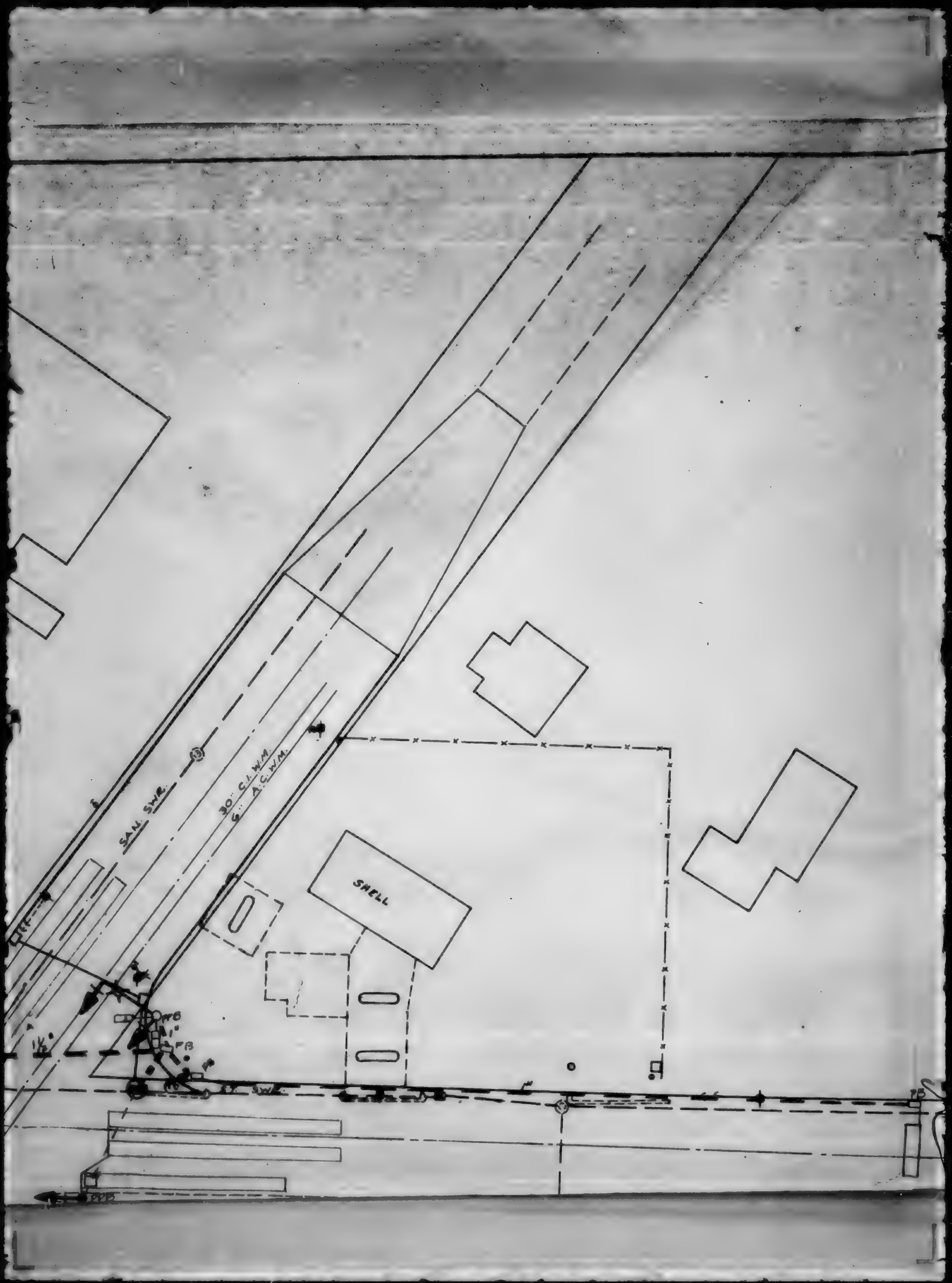
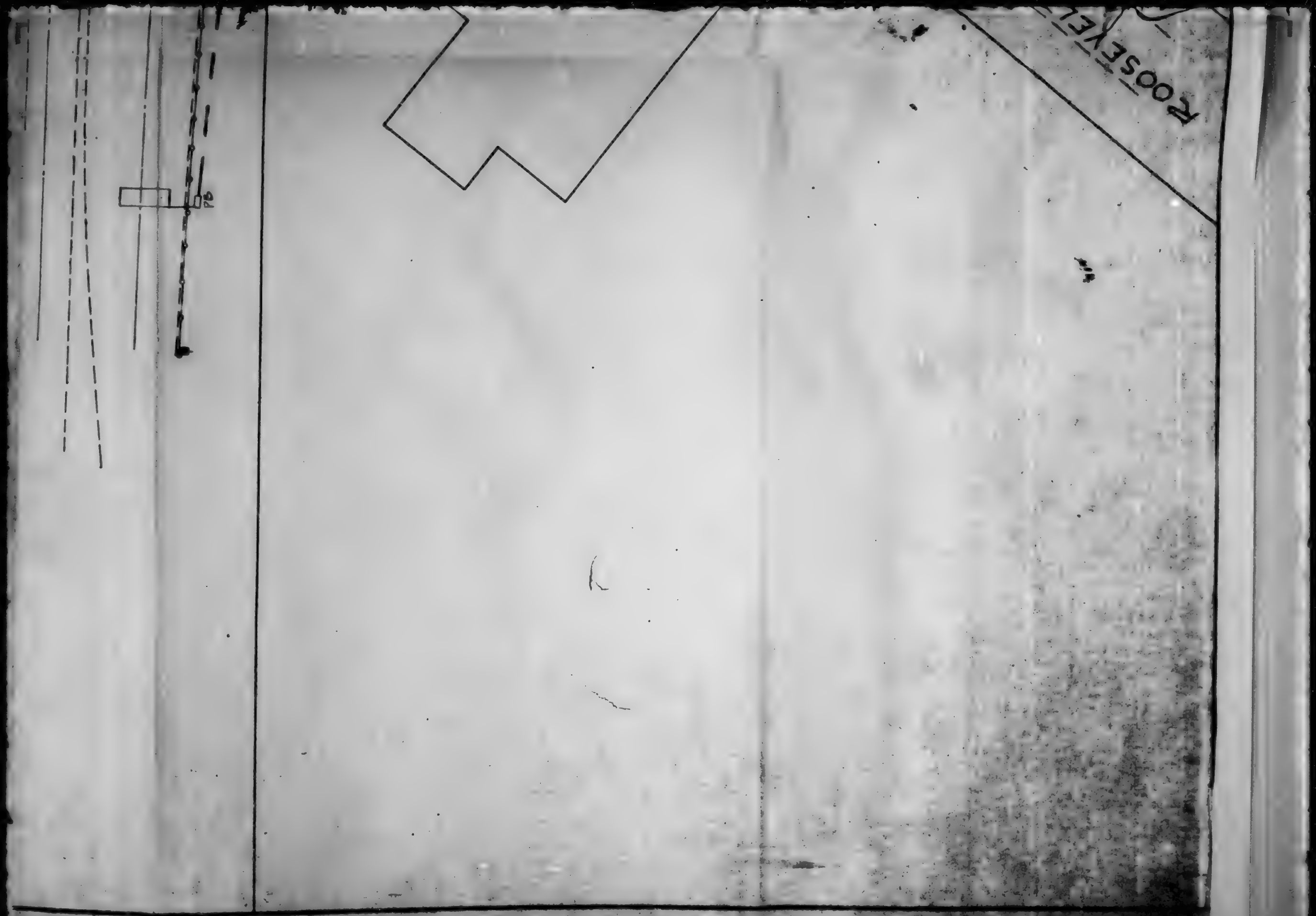
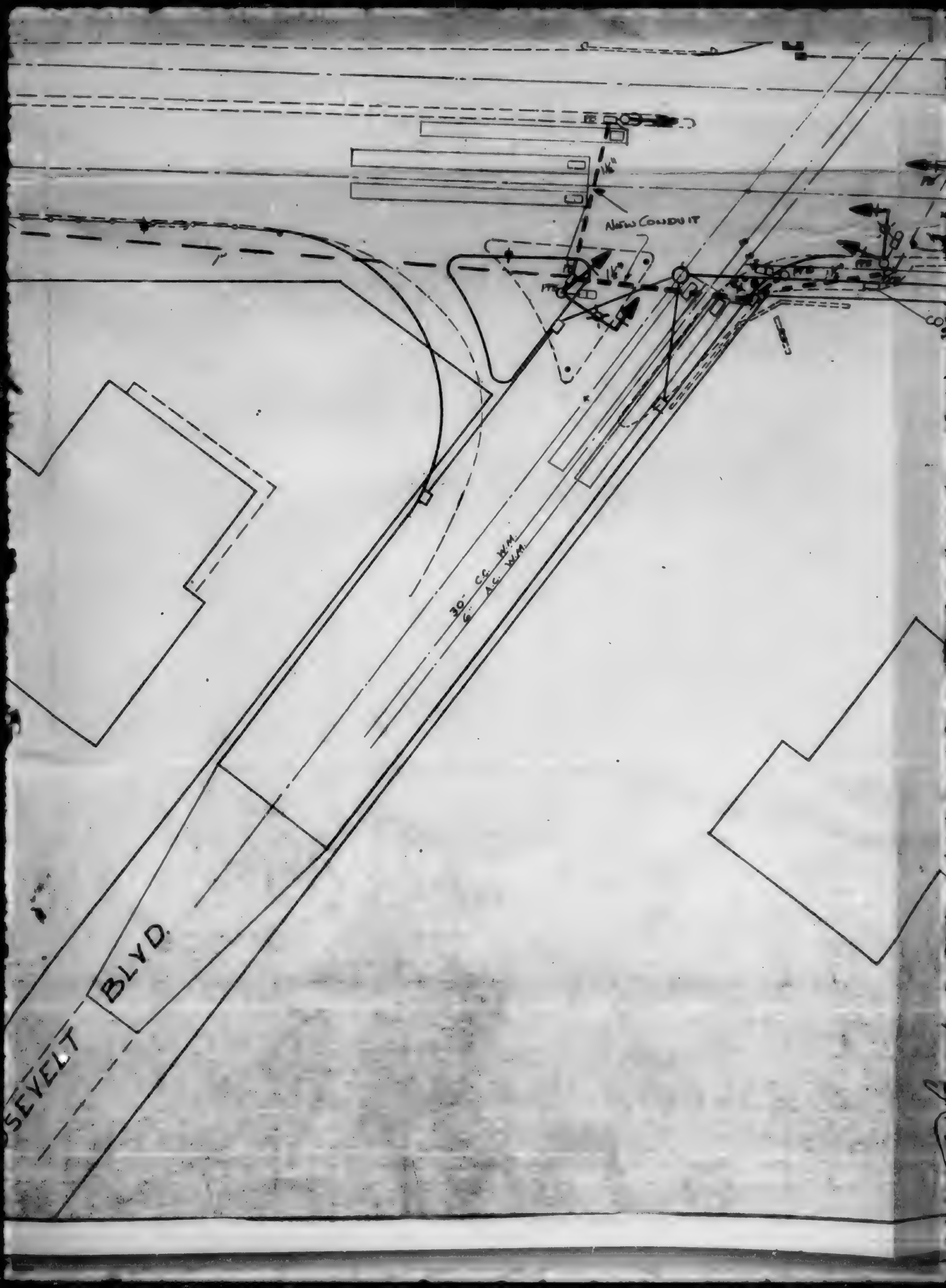
5

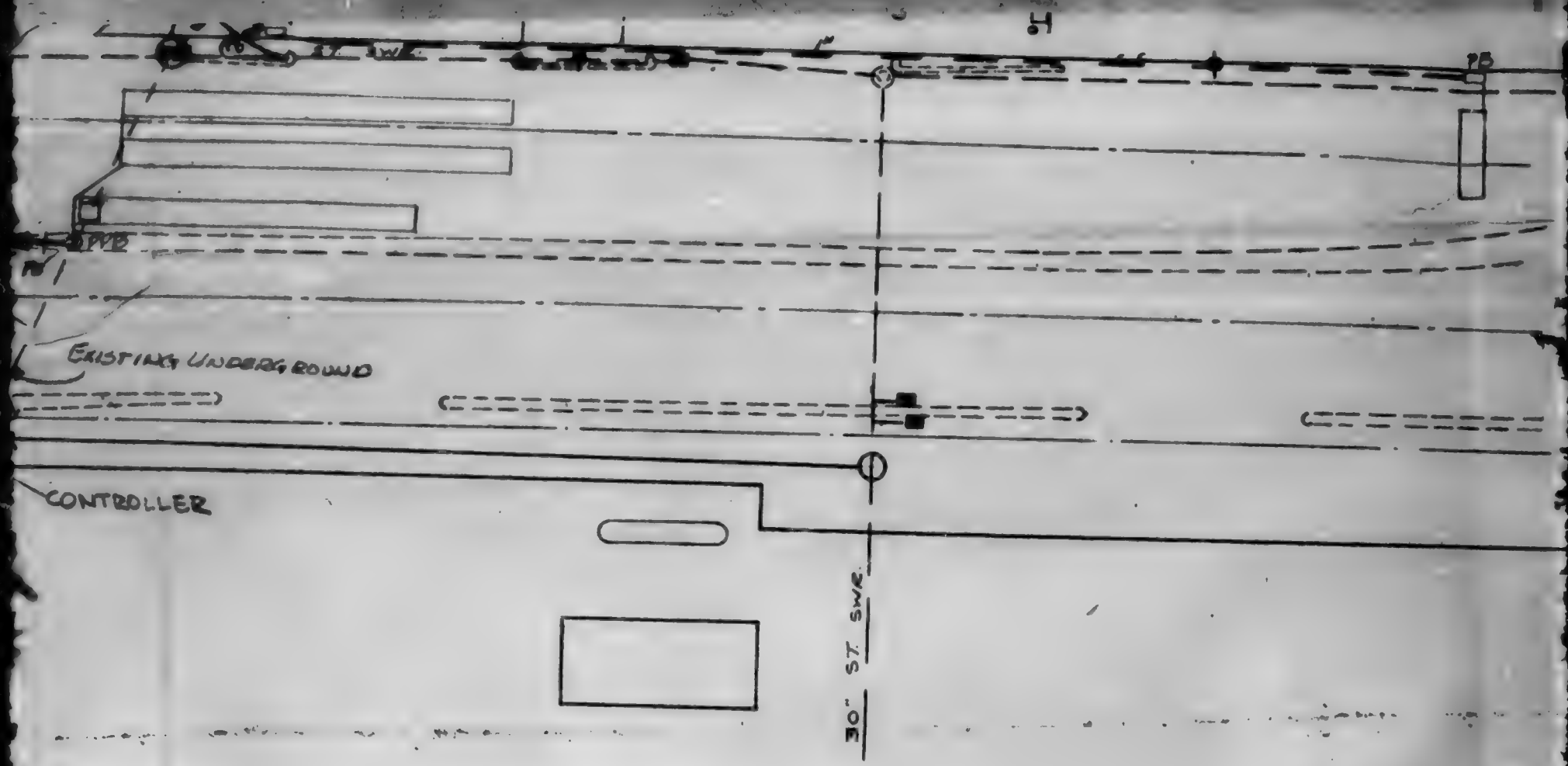

TEJACO


SAN. SWR.
30" C.I.W.M.
6" A.C.W.M.
SHELL
FB
FB
FB
FB

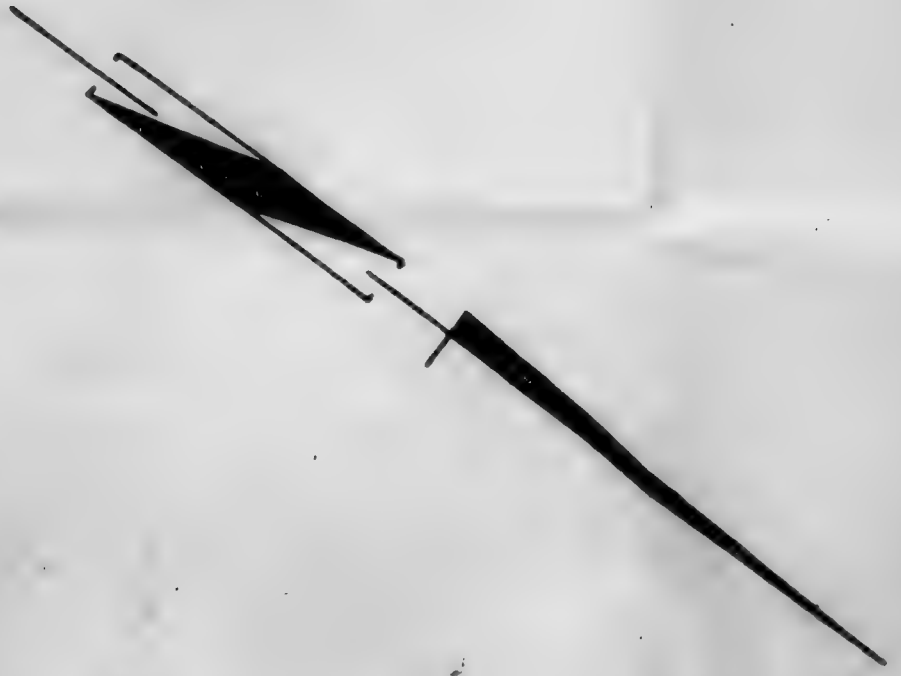
DATE DEC. 5, 1969	ORD. NO.				
SCALE 1" = 40'	ASSESS. NO.				
DESIGNED BY J. WAGNON	O.F. NO.				#5
DRAWN BY R.P.L.	F.B. NO. L.L. Bk 1				
CHECKED BY	TUBE NO (2-34) 2048				
PROJECT NO. 608	SHEET NO.	REV.	DATE	DESCRIPTION	BY


ROOSEVELT


NEW CONDUIT
30" C.C. W.M.
6" A.C. W.M.
SEVELT BLVD.


EXISTING UNDERGROUND
CONTROLLER
30" ST. SWR.

U.S. HIGHWAY 99 N.



PRELIMINARY COPY

SUBJECT TO CHANGE

REC
DEC
COU

U.S. HIGHWAY 99 N.

PRELIMINARY COPY

SUBJECT TO CHANGE

RECEIVED
DEC 1969
ENGINEER
COUNTY & CITY DIVISION

CITY OF EUGENE

DEPT. OF PUBLIC WORKS ENGINEERING DIV.

EUGENE, OREGON

PRELIMINARY SIGNAL MODIFICATION

PLAN AND PROFILE

DATE DEC. 5,
SCALE 1" = 40'
DESIGNED BY
DRAWN BY
CHECKED BY
PROJECT NO.

I.W. Roosevelt
Rec 12-11-69

RY COPY

'HANGE

RECEIVED
DEC 1 1969
COUNTY & CITY DIVISION
ENGINEER
5

CITY OF EUGENE

DEPT. OF PUBLIC WORKS ENGINE

EUGENE, OREGON

DESCRIPTION	BY

#5

I.W.C. Removal
Rec 12-11-69

PRAIRIE ROAD

150' TAPER BOTH SIDES TO EXISTING 22' PAVING

100' R.R. R/W

50'

120'

CONST 12" CCP TO EXISTING DITCH

EXISTING 8' PAVED SHOULDER

SEC 'A'

SEC 'C'

GRAVEL ROAD

FIRE HYD. & H2O VALVE

ELWEB 117XC

TELEGRAPH POLE

TO C.H.

BONNEVILLE POLES

SEC 'B'

12" CCP

SEC 'D'

12" CCP

GAS VALVE

SWEDISH LIGHT

EXISTING

SEC 'B'

10" CCP

6" CCP

CATCH BASIN

CATCH BASIN

STA SIDE

LIGHT POLE

ISTING ISLAND OF RAISED A[illegible] RIBS

EXISTING 11' PAVED SHOULDER

SEC. "A"

STA 510+01.93 HIGHWAY 99 NORTH

PNB. POLE

ENEB 76.5

ENEB 56.76

ENEB 1432

SEC "B"

R.R. R/W

R.R. R/W
HIGHWAY 99 R/W

LANE MARKS

SEC "A"

HIGHWAY 99 R/W

P.P.R. R/W

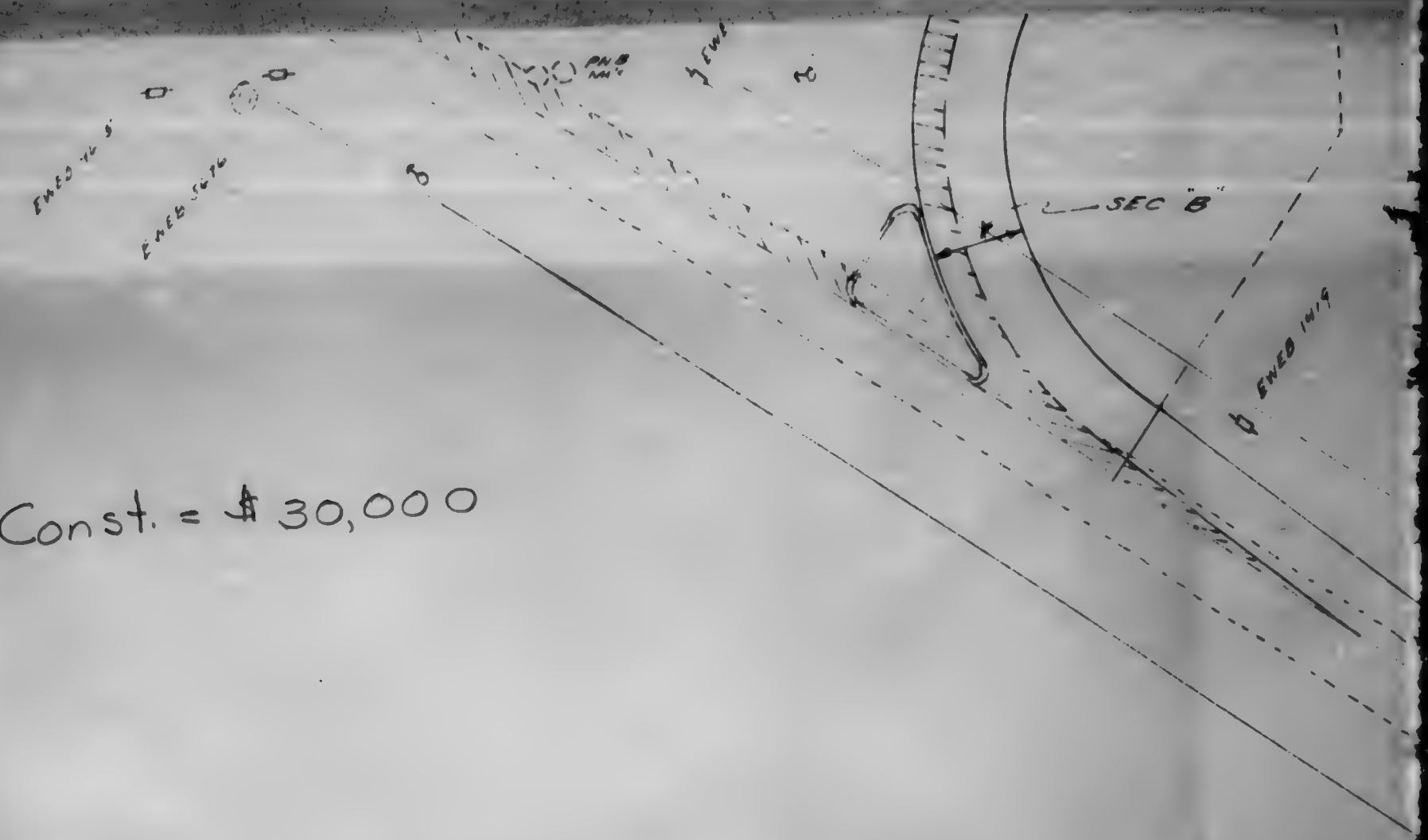
P.P. R/W

LANE MARKS

RUCTION	DATE 12-4-62	ORD. NO.				
TH	SCALE 1" = 40'	ASSESS. NO.				
PIRE ROAD	DESIGNED BY J.S.	O.F. NO.				
	DRAWN BY J.S.	F.B. NO.				
	CHECKED BY	TUBE NO. 1-26 (1805)				
	PROJECT NO. B.O. 281	SHEET NO.	REV.	DATE	DESCRIPTION	BY

NOTE:

1. CATCH BASINS TO BE CG 1
   STATE OF OREGON HWY.
   DEPT STD DESIGN
2. MANHOLE TO BE TYPE
   A.P. PRECAST MANHOLE
   STATE OF OREGON HWY
   DEPT STD DESIGN



Const. = $ 30,000

EMPIRE ROAD

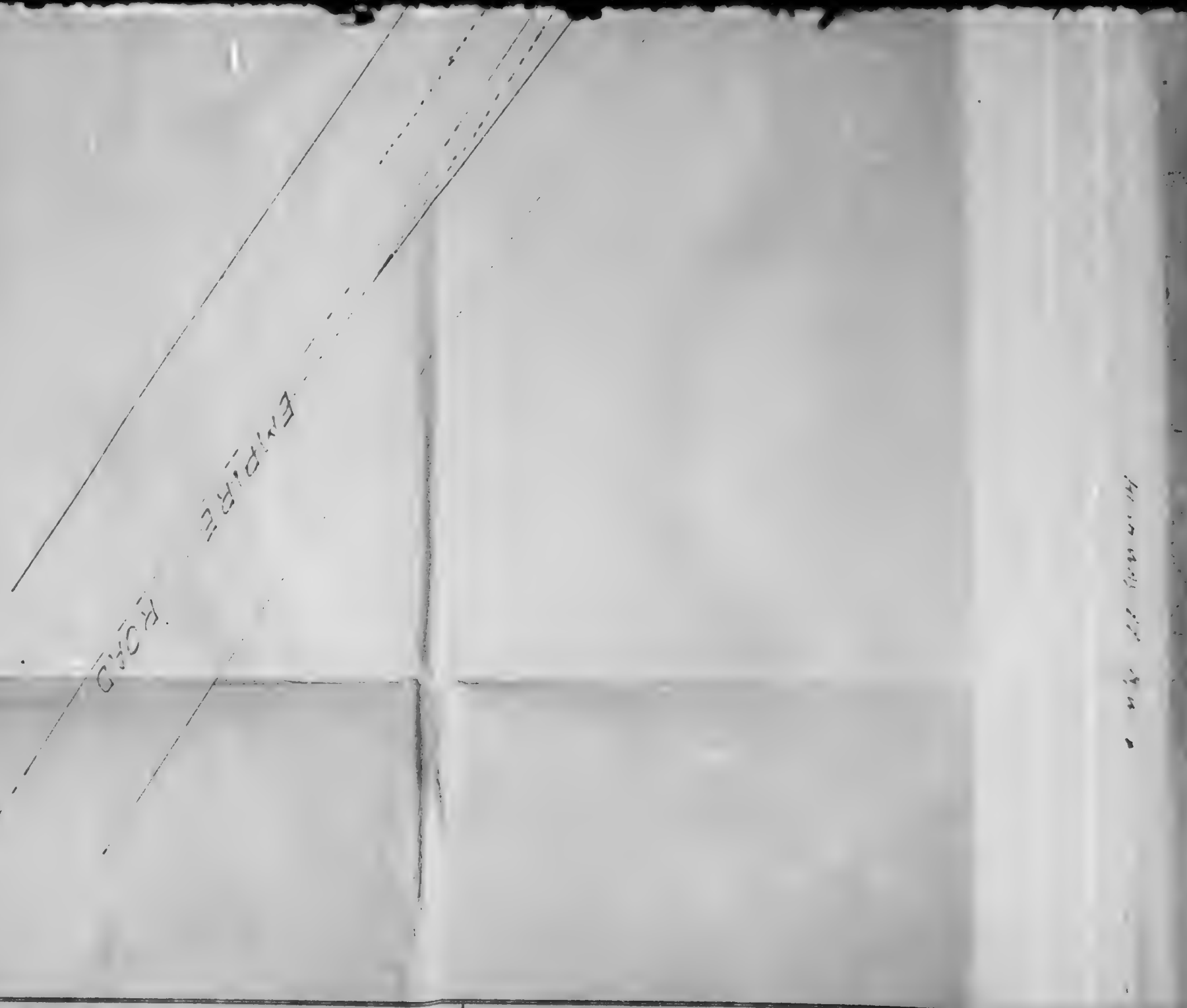
PRELIMINARY COPY

SUBJECT TO CHANGE

RECEIVED
DEC 11 1969
ENGINEER
COUNTY & CITY DIVISION

INTERSECTION RECONSTRUCTION
HIGHWAY 99 NORTH
WITH PRAIRIE ROAD AND EMPIRE ROAD

CITY OF EUGENE
DEPT. OF PUBLIC WORKS ENGINEERING DIV.



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SUBJECT TO CHANGE

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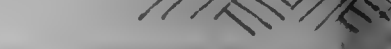
EUGENE, OREGON

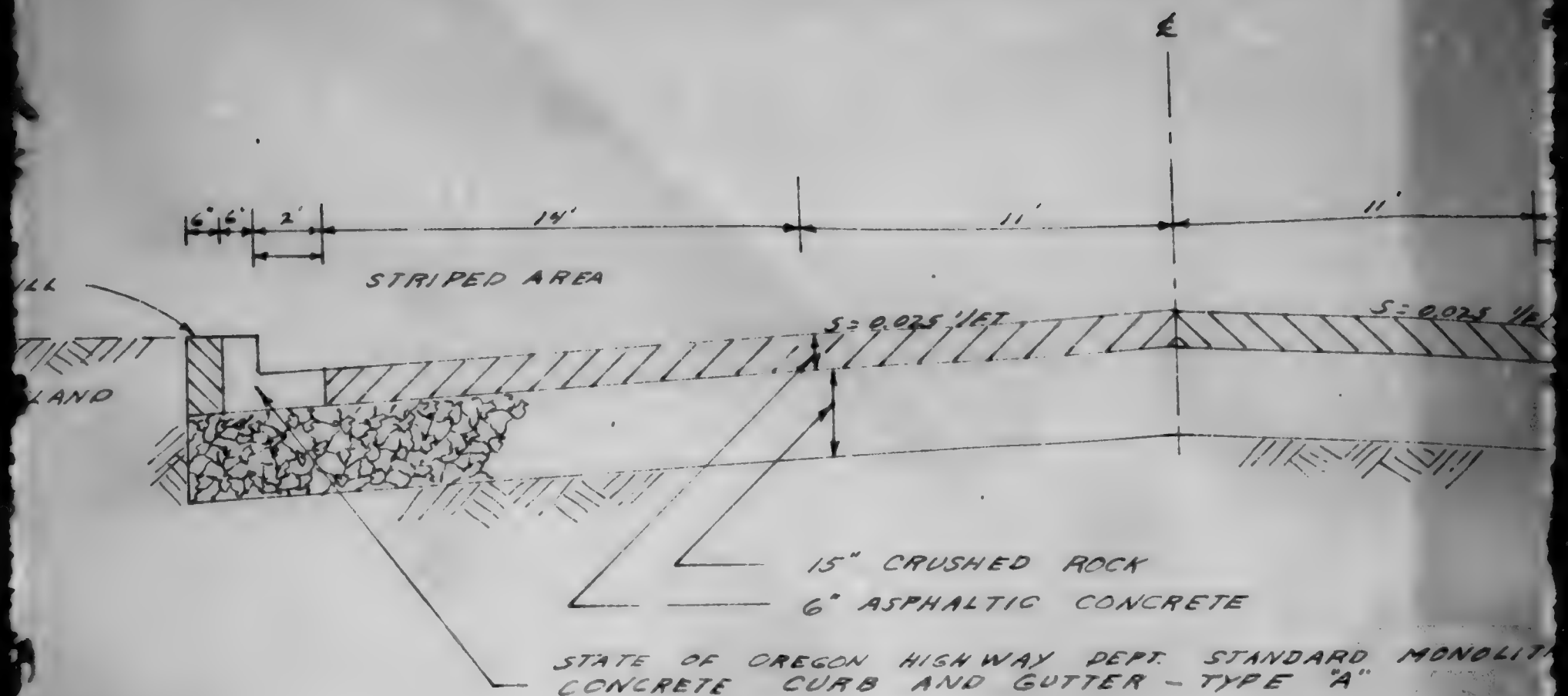
INTERSECTION RECONSTRUCTION
HIGHWAY 99 NORTH
WITH PRARIE ROAD AND EMPIRE ROAD

PLAN AND PROFILE

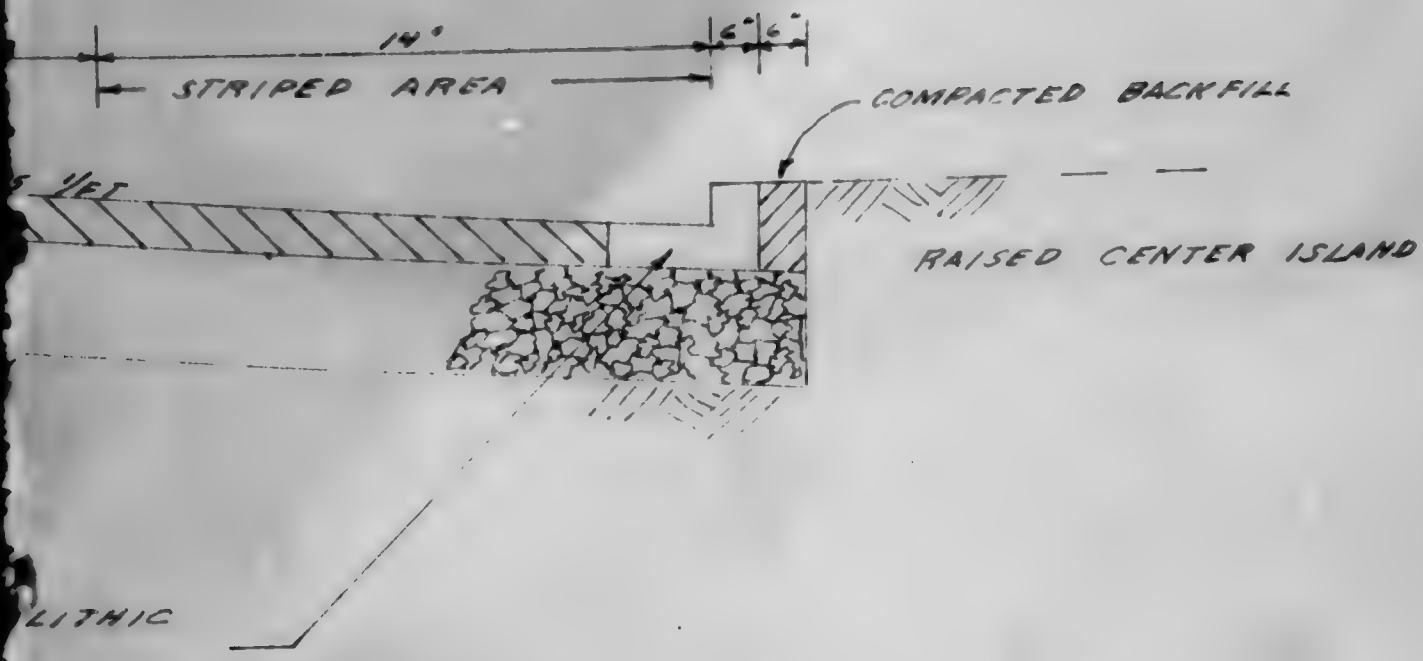
COMPACTED BACKFILL



RAISED CENTER ISLAN


℄
6'
6'
2'
14'
11'
11'
STRIPED AREA
S = 0.025 ft/ft
S = 0.025 ft/ft
15" CRUSHED ROCK
6" ASPHALTIC CONCRETE
STATE OF OREGON HIGHWAY DEPT. STANDARD MONOLITH
CONCRETE CURB AND GUTTER - TYPE "A"

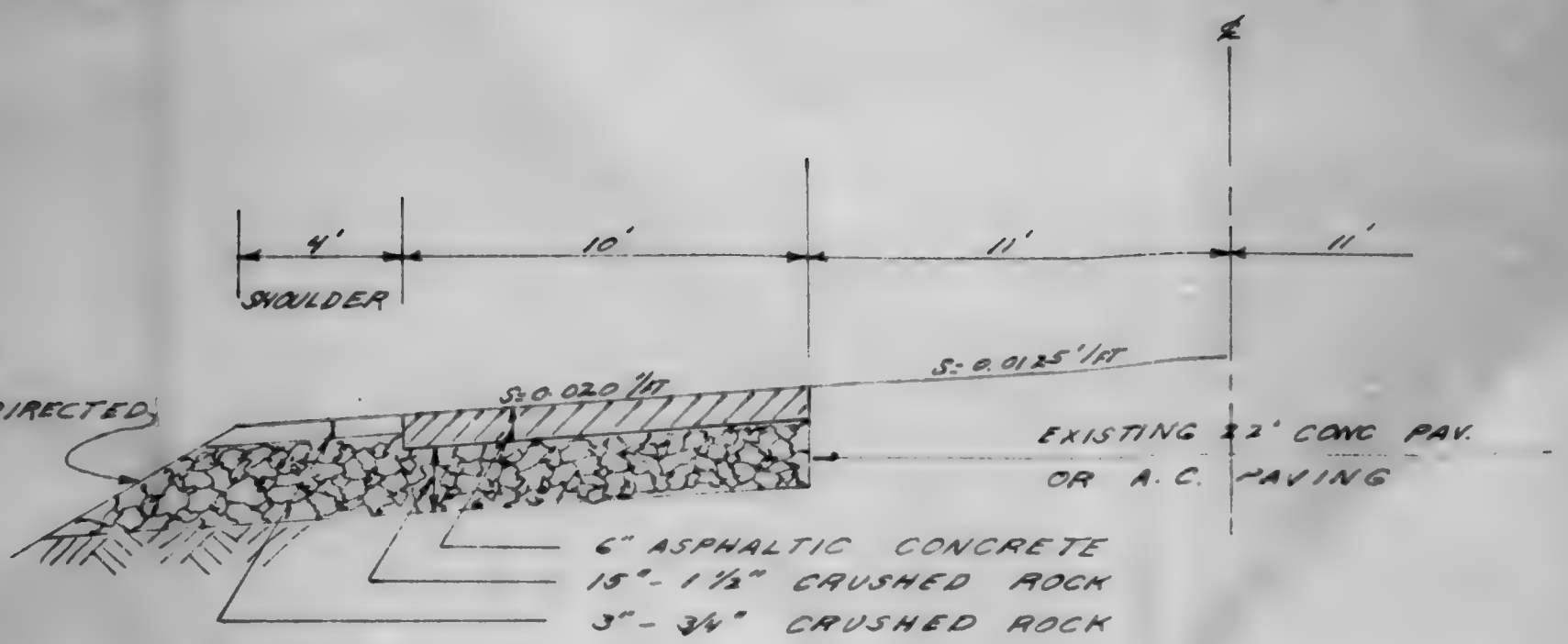
SECTION "D"



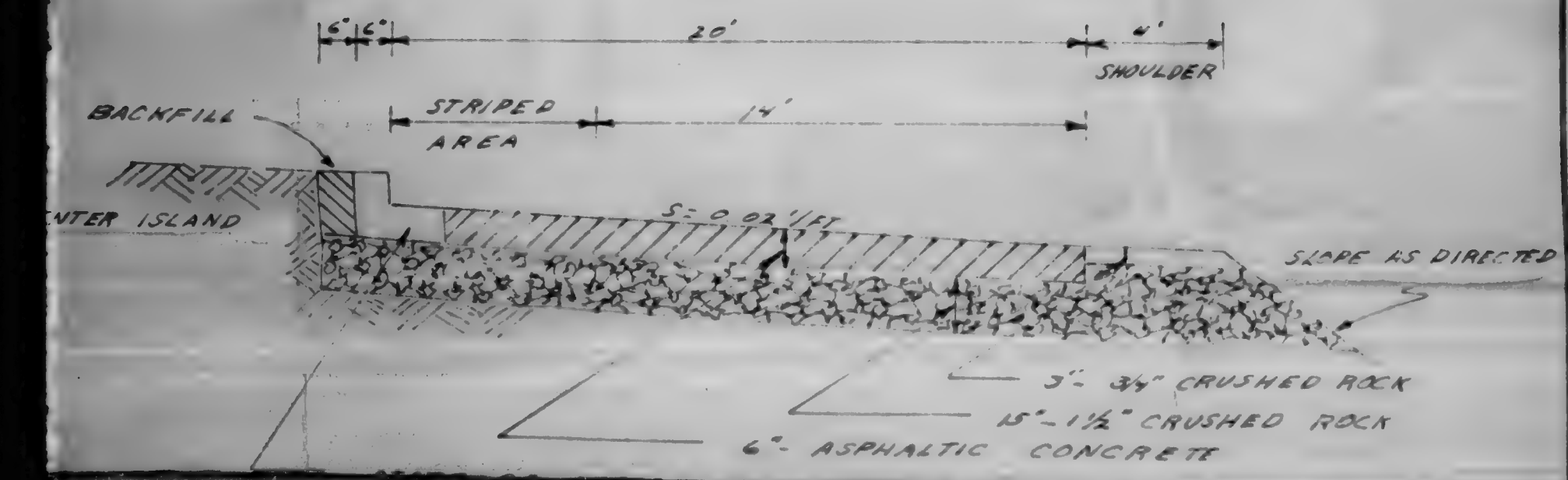
SLOPE AS

COMPACTED BACK

RAISED CENTER



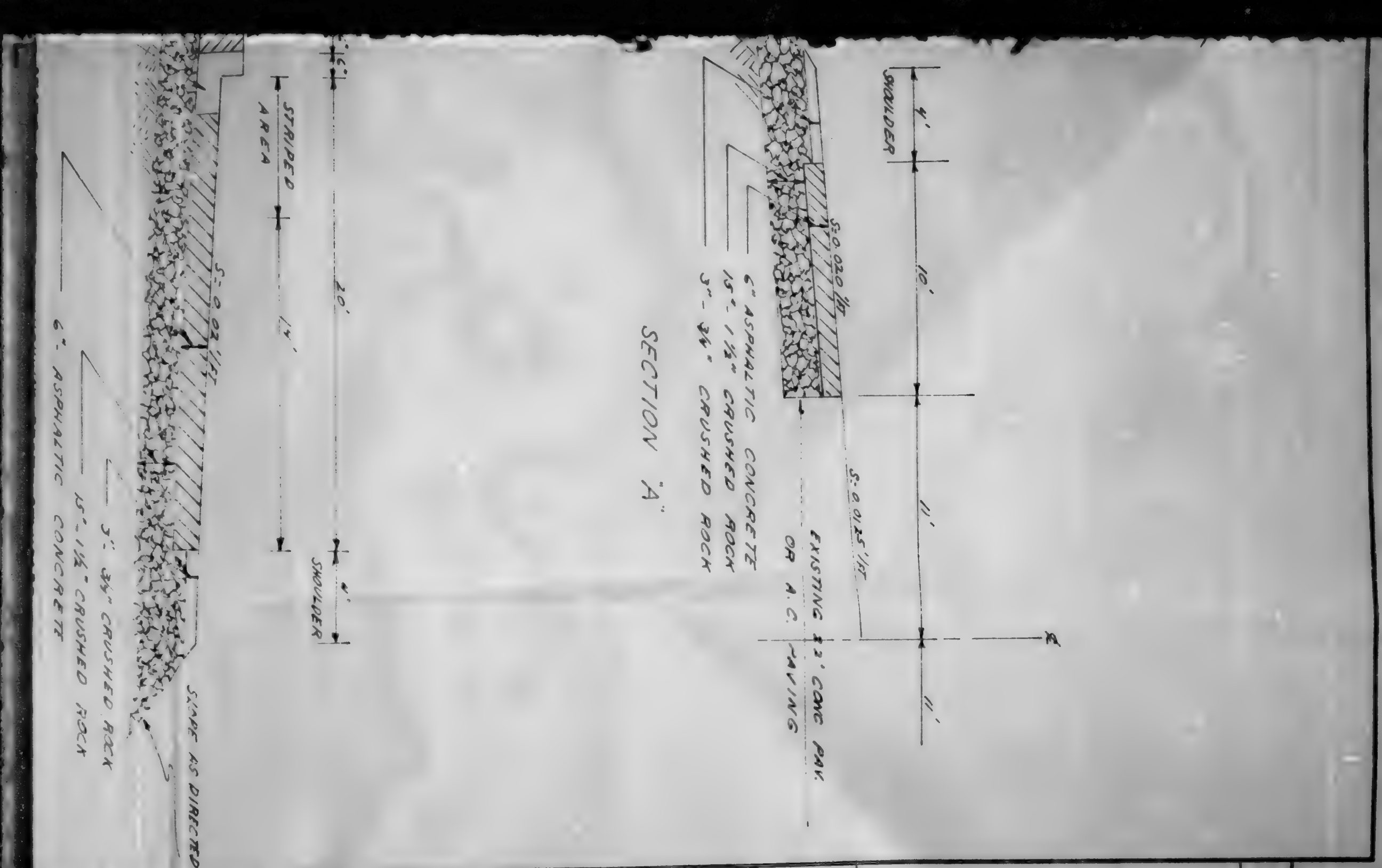
SECTION "A"



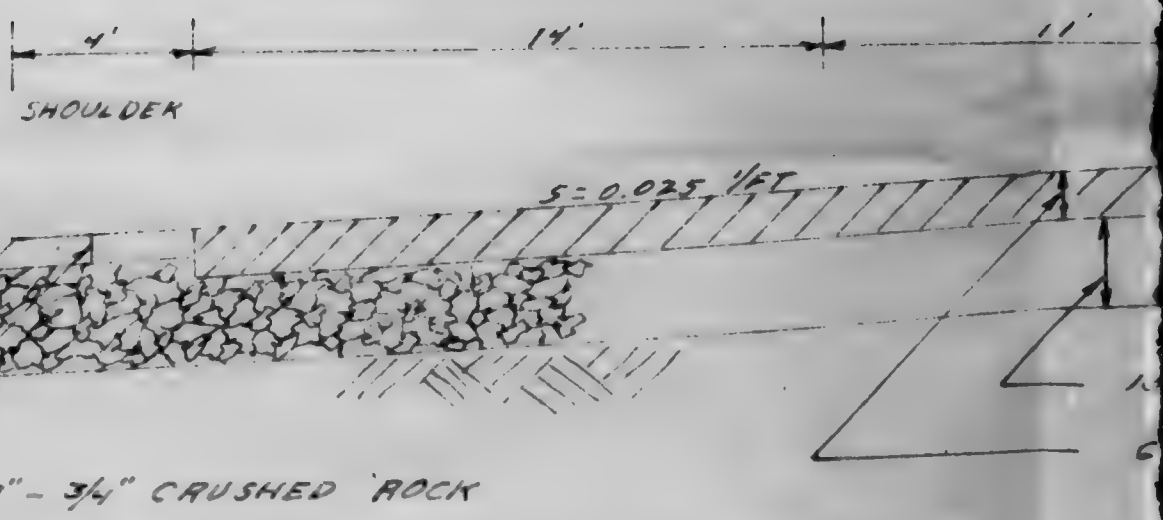
ORD. NO.

DATE 12-4-62

RUCTION



RUCTION	DATE 12-4-68	ORD. NO.				
TH	SCALE 1" = 40'	ASSESS. NO.				
PIRE ROAD	DESIGNED BY J.S.	O.F. NO.				
	DRAWN BY J.S.	F.B. NO.				
	CHECKED BY	TUBE NO. 1-26 (1805)				
	PROJECT NO. B.D. 28'	SHEET NO.	REV.	DATE	DESCRIPTION	BY


4'
14'
11'
SHOULDER
S = 0.025 1/FT
SLOPE AS DIRECTED
3" - 3/4" CRUSHED ROCK

3". 3/4" CRUSHED ROCK

15"-1 1/2" CRUSHED ROCK

6"- ASPHALTIC CONCRETE

STATE OF OREGON HIGHWAY DEPT. STANDARD
MONOLITHIC CONCRETE CURB AND GUTTER TYPE "A"
WITH REVERSED SLOPE GUTTER

SECTION "B"

SECTION "C"

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COUNTY & CITY DIVISION

3". 3/4" CRUSHED ROCK

11½" - 1½" CRUSHED ROCK

6". ASPHALTIC CONCRETE

STATE OF OREGON HIGHWAY DEPT. STANDARD
MONOLITHIC CONCRETE CURB AND GUTTER TYPE 'A'
WITH REVERSED SLOPE GUTTER

SECTION "B"

11' 14' 4'

SHOULDER

S=0.025 FT.

SLOPE AS DIRECTED

ED ROCK

CONCRETE

3". 3/4" CRUSHED ROCK

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INTERSECTION RECONSTRUCTION
HIGHWAY 99 NORTH
WITH PRAIRIE ROAD AND EMPIRE ROAD

PLAN AND PROFILE

CITY OF EUGENE
DEPT. OF PUBLIC WORKS ENGINEERING DIV.
EUGENE, OREGON

PRAIRIE ROAD

150' TAPER BOTH SIDES TO EXISTING 22' PAVING

CONST 12" CCP TO EXISTING DITCH

EXISTING 8' PAVED SHOULDER

SEC "A"

160' R/W

50'

120'

SEC. C

GATES

GRAVEL ROAD

ANCHOR

ANCHOR ROD

FIRE HYD. & H2O VALVE

ENGR 11700

TELEGRAPH POLE

P TO DITCH

BONNEVILLE POLES

SEC B

12" CCP

SEC A

GAS VALVE

ENGR 18444

SEC D

POWER SOURCE

EXISTIN

CONTROLLER

10" CCP

CATCH BASIN

CATCH BASIN

LIGHT POLE

1½"

TES, FLASHERS & PRE-EMPT

OREGON ELECTRIC

EXISTING ISLAND OF RAISED A.C. RIBS

EXISTING 11' PAVED SHOULDER

SEC. 'A'

STA 5M+81.93 HIGHWAY 99 NORTH

LIGHT POLE

PNB. POLE

PNB MH'S

EWED 1420

R.R. R/W

R.R. R/W
HIGHWAY 99 R/W

11'
11'
12'
11'
11'

LANE MARKS

SEC "A"

HIGHWAY 99 R/W

080 NO.

P.R. R/W

P.P. R/W & R/W OF HIGHWAY 69

HIGHWAY 69 R/W

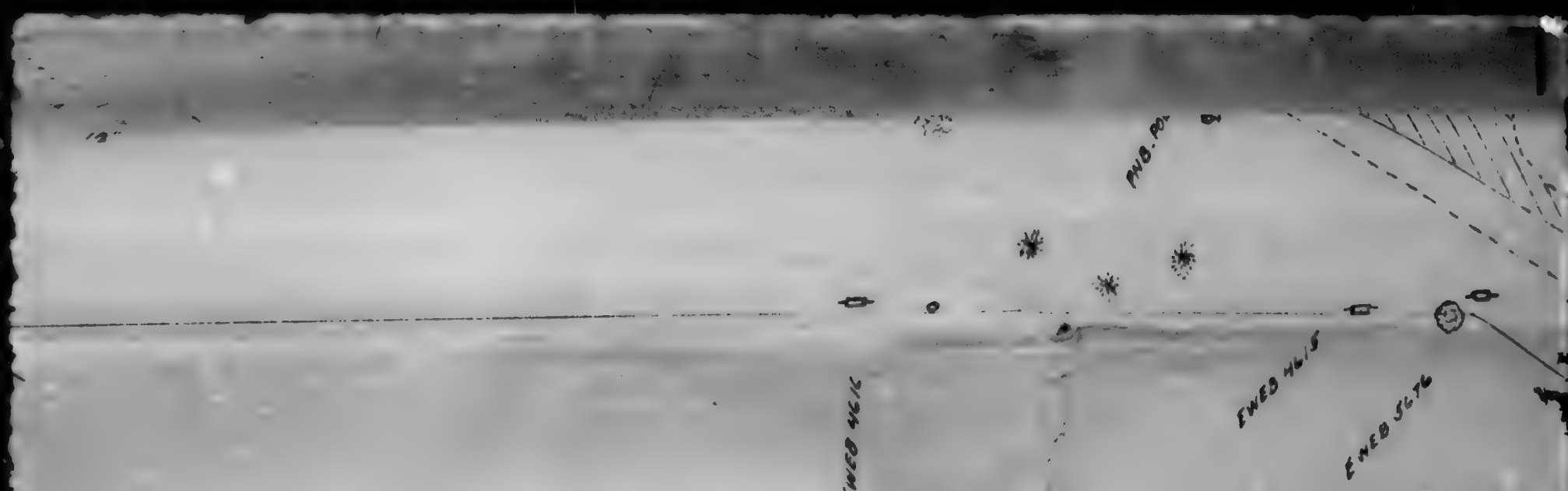
11' 11' 12' 11' 11'

LANE MARKS

FC "A"

HIGH WAY 69 R/W

DATE 12-4-68	ORD. NO.				
SCALE 1" = 40'	ASSESS. NO.				
DESIGNED BY J.S.	O.F. NO.				
DRAWN BY J.S.	F.B. NO.				
CHECKED BY	TUBE NO. 1-26 (1805)				
PROJECT NO. B.O 281	SHEET NO.	REV.	DATE	DESCRIPTION	BY



NOTE:
1- CATCH BASINS TO BE CG 1
STATE OF OREGON HWY.
DEPT. STD. DESIGN
2- MANHOLE TO BE TYPE
A.P. PRECAST MANHOLE
STATE OF OREGON HWY
DEPT. STD. DESIGN

SEC A

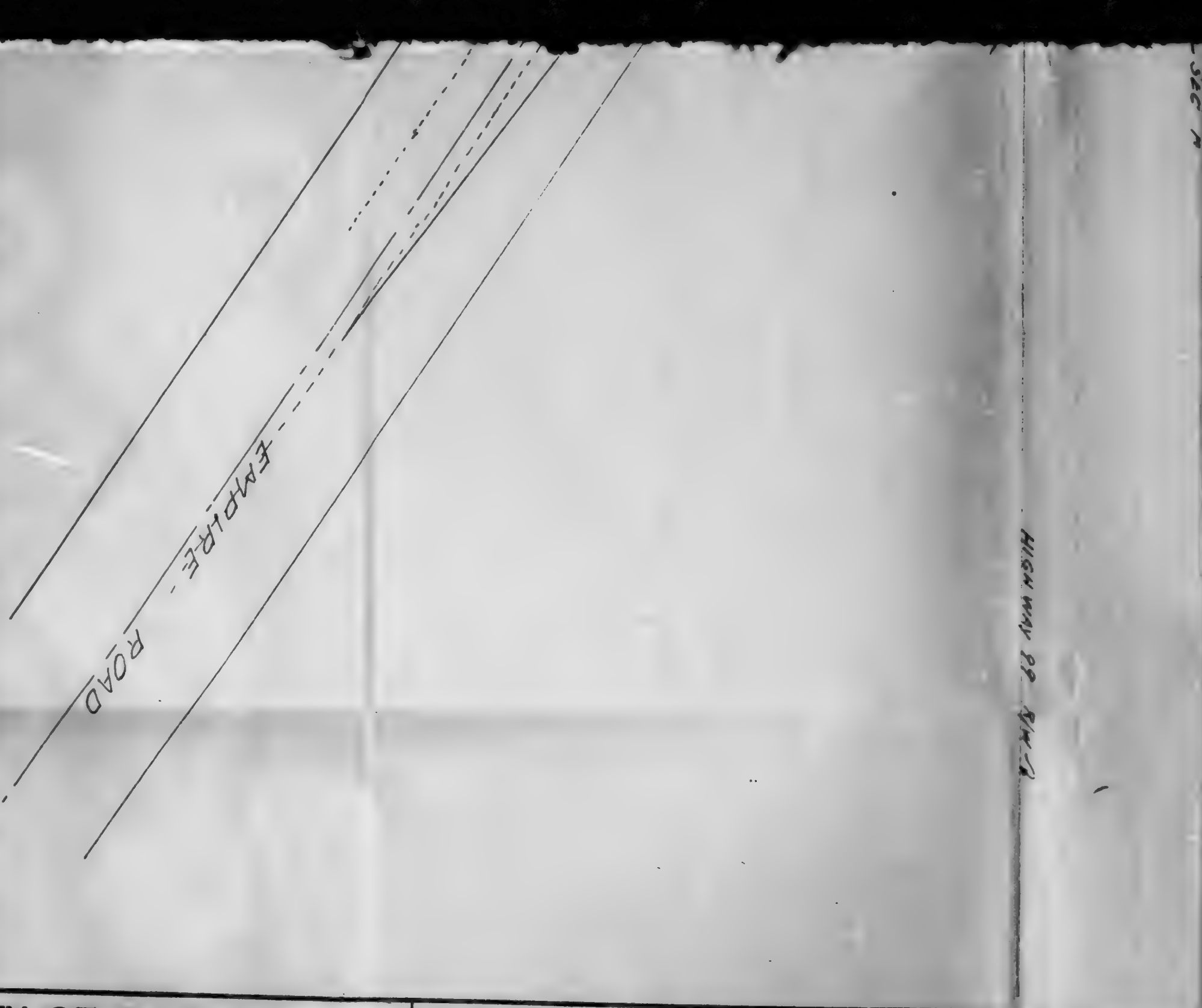
℄ EWEB 1420

SEC "B"

℄ EWEB 1419

PRELIMINARY COPY

SUBJECT TO CHANGE



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ENGINEER
COUNTY & CITY DIVISION

CITY OF EUGENE

DEPT. OF PUBLIC WORKS ENGINEERING DIV.

EUGENE, OREGON

INTERSECTION RECONSTRUCTION
HIGHWAY 99 NORTH
WITH PRARIE ROAD AND EMPIRE ROAD

PLAN AND PROFILE

DATE 12-4-
SCALE 1" =
DESIGNED BY
DRAWN BY
CHECKED BY
PROJECT NO.

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FOR FILING

T-5010(1)
7459

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

SALEM, OREGON

December 15, 1969

SUBJECT: Proposed TOPICS Projects

To: Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

Attached are eleven copies of tabulations describing proposed TOPICS projects in Eugene, Medford and Ontario.

There are two projects on Pacific Highway West (US 99) in Eugene. One project is at the intersection of Roosevelt Blvd., (FAP Type II) which involves installation of a fully actuated traffic signal ($28,000), widening Roosevelt Blvd. to four lanes approximately 350 feet in each direction ($58,000), and acquiring right-of-way in three quadrants of the intersection ($4,000). Total cost of this project is estimated at $90,000 of which approximately $19,200 would be the cost to the State. The City of Eugene will design and supervise construction.

The other project in Eugene is at the intersection of Prairie Road (FAP Type II) which involves installation of a fully actuated traffic signal ($28,000), realignment of the intersection and widening ($30,000), installation of railroad drop-arm gates ($20,000), and right-of-way acquisition ($2,000). Total cost of this project is estimated at $80,000 of which approximately $16,000 will be the cost to the State. The City of Eugene will design, obtain P.U.C. order and supervise construction.

The Cities of Medford and Ontario are requesting that State forces develop Areawide TOPICS Plans for their urban areas. The Medford plan is estimated to cost $5,000 of which approximately $1,000 would be the cost to the State. Ontario's plan is estimated to cost $2,000 of which approximately $400 would be the cost to the State.

These projects have been investigated and are eligible for the use of TOPICS funds. The total TOPICS funds required is estimated to be $177,000; of this amount, $36,600 will be the cost to State.

If satisfactory, these projects should be presented to the Highway Commission for approval at the December 23 meeting. A draft of a suggested letter to the Commission is attached.

Richard Unrein
Urban-Aid Engineer
County-and-City Department

RU:ljt
Attachments

RECEIVED
DEC 15 1969
OFFICE OF
STATE HIGHWAY ENGINEER

PUX 682

BEFORE THE PUBLIC UTILITY COMMISSIONER OF OREGON

In the Matter of the Application of the CITY OF EUGENE for authority to relocate and reconstruct Crossing No. 3E-138.3 at grade with the tracks and right of way of Oregon Electric Railway Company at or near Eugene in Lane County in Section 15, Township 17 South, Range 4 West, Willamette Meridian.	SXF 442 ANSWER OF OREGON STATE HIGHWAY COMMISSION TO AMENDED APPLICATION

Comes now respondent, Oregon State Highway Commission, and for answer to the amended application of applicant, admits all of the allegations in said amended application.

I

For its first affirmative answer respondent, Oregon State Highway Commission, alleges as follows:

(1) That the adjacent intersection of Pacific Highway West and Empire Park Road cannot be included in the signalization.

(2) That Empire Park Road should be physically closed or in the alternative be so channelized that right turns onto Pacific Highway West and right turns off of Pacific Highway West are the only movements permitted.

WHEREFORE, respondent, Oregon State Highway Commission, prays for an order in accordance with the application and this answer and for such further order or orders as may be proper in the premises.

Dated at Salem, Oregon, this 5th day of December, 1969.

STATE OF OREGON, by and through
its State Highway Commission

G. E. ROHDE
Assistant Attorney General & Chief
Counsel for State Highway Commission

By Jack L. Sollis
JACK L. SOLLIS
Utilities & Railroad Attorney

I, R. L. PORTER, being first duly sworn, say that I am Deputy State Highway Engineer for the Oregon State Highway Commission and that the foregoing answer is true as I verily believe.

R. L. Porter
R. L. PORTER

STATE OF OREGON)
) ss
COUNTY OF MARION)

Subscribed and sworn to before me this _____ day of _____, 1969.

_____
JACK L. SOLLIS
Notary Public for Oregon
My Commission Expires December 18, 1972

I certify that the above is a true and correct copy of the foregoing answer and the whole thereof.

_____
JACK L. SOLLIS
Utilities & Railroad Attorney

A true copy of this answer has been served by mail on the City of Eugene and Oregon Electric Railway Company on _____.

_____
JACK L. SOLLIS
Utilities & Railroad Attorney

RECEIVED
DEC 4 - 1969

Salem, Oregon
December 4, 1969

Mr. Jack L. Sollis
Utilities and
Railroad Attorney

PUX 682
Oregon Electric Railroad
City of Eugene
Lane County

I am returning herewith your file on the above subject. This covers improvements at the Prairie Road grade crossing of the Oregon Electric Railway and the intersection of Pacific Highway West and Prairie Road.

The City of Eugene has submitted the overall improvement of the intersection and the grade crossing as a TOPICS project. Financing, other than the Railroad's contribution, will be jointly by the City, the State and the Bureau of Public Roads. The City will prepare the construction and traffic signal plans and submit them to the Highway Division for approval.

There is no objection to the general plan for the Prairie Road intersection with interconnected signals as presented. The adjacent intersection of US99 and Empire Park Road cannot be included in the signalization. Empire Park Road should either be physically closed or so channelized that right turns onto and off of US99 are the only movements permitted. The former is preferable.

Tom Edwards
Assistant State Highway Engineer

Attachment - 2 maps to Bud Grenz 12-4-69

cc Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. B. Crandall

VPJ:ji ja

City of Eugene

City Hall • 777 Pearl Street • Eugene, Oregon 97401
Department of Public Works • Telephone 503/342-5221

November 13, 1969

Mr. Fred Klaboe
Assistant State Highway Engineer
Division of Highways
Highway Building
Salem, Oregon

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NOV 17 1969
PUBLIC WORKS
COUNTY & CITY DIVISION

Dick

Dear Mr. Klaboe:

We are pleased to forward to you two applications for TOPICS projects. They are located at the intersections of Pacific Highway and Roosevelt Boulevard, and Pacific Highway and Prairie Road in the city of Eugene.

We have several proposals in connection with these projects that deserve some attention and discussion. They are as follows:

1. Our intent is that the TOPICS allocation to the City of Eugene not be used for planning and engineering costs. It is our desire that these funds be used only for construction in order that maximum benefit may be derived.

   OK by F.B.K.

2. Therefore, it is our recommendation that the City of Eugene handle the design submittal and inspection on all TOPICS projects in the City of Eugene.

3. The State Division of Highways would have responsibility regarding advertising, award of contract, and payment to contractors.

   How will this be funded?

Our reasoning for the above recommendations is due to the fact that we have a competent staff experienced in working with federal agencies. The City of Eugene would have the maintenance responsibility of the signal work upon completion. Since the Division of Highways would be involved in the design stage in terms of plan check, etc., we feel that the State's best interest would still be protected.

Your early consideration of these two projects would be appreciated. If there are any further questions, do not hesitate to contact me or the traffic engineer.

Very truly yours,

Donald P. Allen

Donald P. Allen, Director
Department of Public Works

DPA:jh

Refer to Cox to handle w/ enco. 11-17-69

NOTED
RICHARD UNREIN

RECEIVED
NOV 17 1969
PUBLIC WORKS
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
F. B. KLABOE

11-26-69 9:30AM UNREIN - VAL JOHNSON - TED LITCHFIELD - & GLEN GREEN met with AL Williams RE: These 2 Projects.

TOPICS PROJECT REQUEST

Date November, 1969

Name of City Eugene, Oregon
Major Street Name Pacific Highway
Section Name Pacific Hwy. West @ Prairie Rd.

Location of Project (Attach sketch map) Length - - -
On Which System? Primary I X Primary II X or Secondary ____

Is this TOPICS project a priority project of an approved AREAWIDE TOPICS PLAN? No Date PLAN approved: —; or is this project expected to be a priority project of an AREAWIDE TOPICS PLAN that is expected to be approved within 18 months? Yes (If the latter, please attach documentation and scheduling to support and justify this expectation.)

Is any portion of this project under State or County jurisdiction? Yes
Explain Pacific Highway is a State Highway

Describe Project Perform major realignment of Prairie Road. Presently crosses Oregon Electric R.R. at a bad skew. Provide full-actuated signalization, Railroad pre-empt and crossing gates.

Complete Applicable Sections:

I. SIGNALIZATION DATA:

1. Location: Pacific Highway (99 N) and Prairie Road

2. Type: a. Traffic Control ____
   1. Pretimed ____
   2. Traffic-actuated ____
      (a.) Full traffic-actuated X
      (b.) Semi-traffic-actuated ____
      (c.) Volume density-actuated ____
      (d.) Pedestrian actuated ____

Footnotes:

b. Flashing Beacon _____
c. Caution _____
d. Drawbridge _____
e. Lane-direction _____
f. Other _____

3. Number of Phases:
   a. Two _____
   b. Three _____
   c. Multiple X

4. Is interconnection for coordination necessary? No Remarks: Isolated intersection.

   If so, by cable or leased telephone line? _____

5. Type of Suspension:
   a. Mast Arm X
   b. Span Wire _____
   c. Signal Bridge _____

6. Paint Color Desired: Poles - Silver Heads - Black and Green

7. Present Signalization: None

8. Other Remarks: Two-Way Flasher presently in place.

II. ILLUMINATION DATA: (Eligible only when included as a priority project in approved TOPICS PLAN)

1. Location: Not Applicable

2. Type:
   a. Mercury Vapor _____
   b. Fluorescent _____
   c. High-pressure Sodium _____
   d. Incandescent _____

3. Luminaire Distribution Type and Classification:
   a. I _____
   b. II _____
   c. III _____
   d. IV _____
   e. V _____

Footnotes:

4. Luminaire Wattage:
   a. 175 _____
   b. 250 _____
   c. 400 _____
   d. 700 _____
   e. 1000 _____

5. Luminaire Spacing: _____

6. Maintained Intensity: _____

7. Uniformity Ratio: _____

8. Proposed Mounting Height:
   a. 30 ft. _____
   b. 40 ft. _____
   c. 45 ft. _____
   d. 50 ft. _____

9. Pole Type: a. Wood _____
   b. Steel _____
   c. Aluminum _____

10. Operating Voltage: a. 120 _____
    b. 240 _____
    c. 480 _____
    d. Series _____

11. Type of Wiring: a. Overhead _____
    b. Underground _____

12. Present Illumination: Two 20,000 Lumen Mercury Vapor.

Footnotes:

III. CHANNELIZATION OR WIDENING DATA:

1. Location: Prairie Road North of Pacific Highway.
Pacific Highway North and South of Prairie Road.

2. Desired Work: Pacific Highway - Provide acceleration and deceleration lanes on east side. Prairie Road - realign crossing of Oregon Electric crossing and construct new crossing.

3. Typical Section: Tent. 6" A.C. - 15" A.B. - For Pacific Highway
" " " " " " Prairie Road &
50' E.P. to E.P.

4. Curbs? No If so, a. Type Desired: (Standard, monolithic, rolled, or special) Standard
Except on Islands
b. Exposure 6 inches
c. Width between curbs vaires ft.
d. Desired curb radius varies ft.

5. Surfacing: A.C. X P.C.C. _____ Oil _____ Other _____

6. Present Typical Section and Surfacing: Pacific Highway - 55' to 60' with A.C. surfacing. Prairie Road 20' - 22' with A.C. surfacing.

7. Traffic Control Signing:
a. To be part of project? No
b. By City? X c. By State at City Expense? _____
(NOTE: These signs must be in place prior to BPR acceptance.)

8. Striping:
a. To be part of project? No
b. By City? X
c. By State at City Expense? _____
(NOTE: Striping must be completed prior to acceptance.)

9. Sidewalks: (Eligible only when affected by project and replaced in kind.)
a. Length _____ft.
b. Width _____ft.
c. Type _____
d. Location: _____

Not Applicable

Footnotes:

IV. STRUCTURE DATA:

1. Location: Not Applicable

2. Desired Work: _____

3. Name of Structure: _____

4. Name of Stream, Street or Facility being Spanned: _____

5. Desired Roadway Width of Structure: _____ ft.
   (NOTE: Must be width of approach travelway plus full shoulders.)

6. Are sidewalks desired? _____ Width? _____ft. Location _____

7. Is a particular type of structure and design desired? _____
   Explain: _____

8. Can street be closed during construction? _____

9. Detour: a. Required? _____
   b. By City? _____
   c. By Contractor? _____

10. Approaches or Connections: a. By City? _____
    b. By Contractor? _____
    c. Traveled surface: Type _____
    Width _____ ft.
    d. Shoulders: Type _____
    Width _____ ft.

11. Existing Structure: a. Remain in Place? _____
    b. Use for Detour? _____
    c. Removed by City? _____
    d. Removed by Contractor? _____
    e. Salvaged by Contractor for City? _____
    (NOTE: If existing structure salvaged by Contractor for City, City must pay 100% of salvage value of structure.)

Footnotes:

12. Is riprap or rock blanket required? _____
    a. By City? _____
    b. By Contractor? _____

13. Will any of the following utilities be attached to the structure?
    a. Water Mains: _____ Size: _____
       Owner: _____
    b. Sanitary Sewer Mains: _____ Size: _____
       Owner: _____
    c. Storm Sewer: _____ Size: _____
       Owner: _____
    d. Gas Mains: _____ Size: _____
       Owner: _____
    e. Power Lines: _____
       Owner: _____
    f. Telephone Lines: _____
       Owner: _____
    g. Other Utilities: _____
       _____

14. Does City wish provisions made for future utility attachment to structure? _____ Explain: _____
    _____

15. Does City wish lightpost bases and conduit installed? _____

16. Are there any unusual or complicating conditions? _____
    Explain: _____
    _____

17. Describe Existing Structure: _____
    _____
    _____
    _____

_____

Footnotes:

V. RIGHT-OF-WAY AND UTILITIES DATA:

1. What is general width of existing right-of-way? Prairie - 60 Pacific Highway-100 ft.
100' Pacific a. Maximum: 60' ft. (Prairie)
100' Highway b. Minimum: 60' ft. "

2. Will additional right-of-way be needed? Maybe Explain: Final design will determine

3. Shall State prepare right-of-way descriptions? - - -

4. Is a public hearing necessary? Maybe (Probably not if single owner)
(NOTE: If additional right-of-way is needed, or the improvement would have an adverse effect upon abutting real property, or if the layout or function of the facility or connecting streets or roads would be changed, an opportunity for a hearing must be afforded.)

5. Will there be any persons displaced from their homes, farms, or businesses, requiring relocation assistance? No
(NOTE: No property owner shall be required to move from his home, farm, or business without at least 90 days' written notice prior to the intended vacation date.)

6. Will this project affect any park or recreation facility? No
Explain:

7. Are there any utilities on private property by easements or other arrangements? No List owner, type, and location:

8. Are utilities on existing right-of-way by? Permit _____ or Franchise X (Attach list of utilities, owner, type and location within project limits.)

9. Are there any irrigation facilities? No Name of Owner _____, and dates between which water can be turned off:
From _____ To _____ Location: _____

10. Are there any railroad crossings? Yes Location: 100' East of the centerline of Pacific Highway

Footnotes:

a. Name of Railroad Oregon Electric

b. Number of tracks: Mainline 1 Siding - Total 1

c. Sight Distance (1.) (Direction) North Distance unrestricted * ft.
(2.) (Direction) South Distance unrestricted ft.

d. Number of Trains: (1) Passenger 0 Speed - mph
(2) Freight 8 Speed 20 mph

e. Angle of Intersection: 34°06'02"

f. Type of Existing Crossing: (1.) Grade X
(2.) Overcrossing
(3.) Undercrossing

g. Existing Protection: (1.) Advance warning signs
(2.) Automatic flasher
(3.) Automatic bell
(4.) Gates
(5.) Stop signs
(6.) Crossbucks X
(7.) Other

h. Proposed Type Crossing and Protection: Grade with crossing gates and preempt

i. Are there to be stopping lanes for buses and trucks? No

j. Will crossing be altered to the extent that will require a P.U.C. hearing? No **
(1.) Does City wish State to prepare P.U.C. hearing data?
(2.) Will P.U.C. application be made by? State
City
(NOTE: City must plead or argue its own case at all P.U.C. hearings.)

11. Other Remarks: * Except for intersection skew.
** A P.U.C. order will be required but no hearing need is anticipated since City and Oregon Electric is negotiating a mutual agreement regarding protection and cost sharing.

VI. FINANCIAL DATA:

1. Available total TOPICS Funds: $ 225,000

2. Estimated Cost of Requested Project $ 72,500

3. Date Match Money is Available: Immediate

4. Will there be any 100% City money? No

5. Maximum Amount of 100% City Money: $ -

Footnotes:

R.R. Gates $15,000
X-ing 3,500
$18,500 City Est.

6. Other Remarks: _____

_____

_____

This application is not complete unless a sketch map showing the location of the project is attached.

The Eugene City Council on the 10th day of November, 1969, adopted Resolution No. 1734 ~~or Ordinance No.~~ _____, as the case may be, requesting this TOPICS project.

By _____
Hugh McKinley, City Manager

By _____

DOCUMENTATION

Location: Pacific Highway and Priarie Road

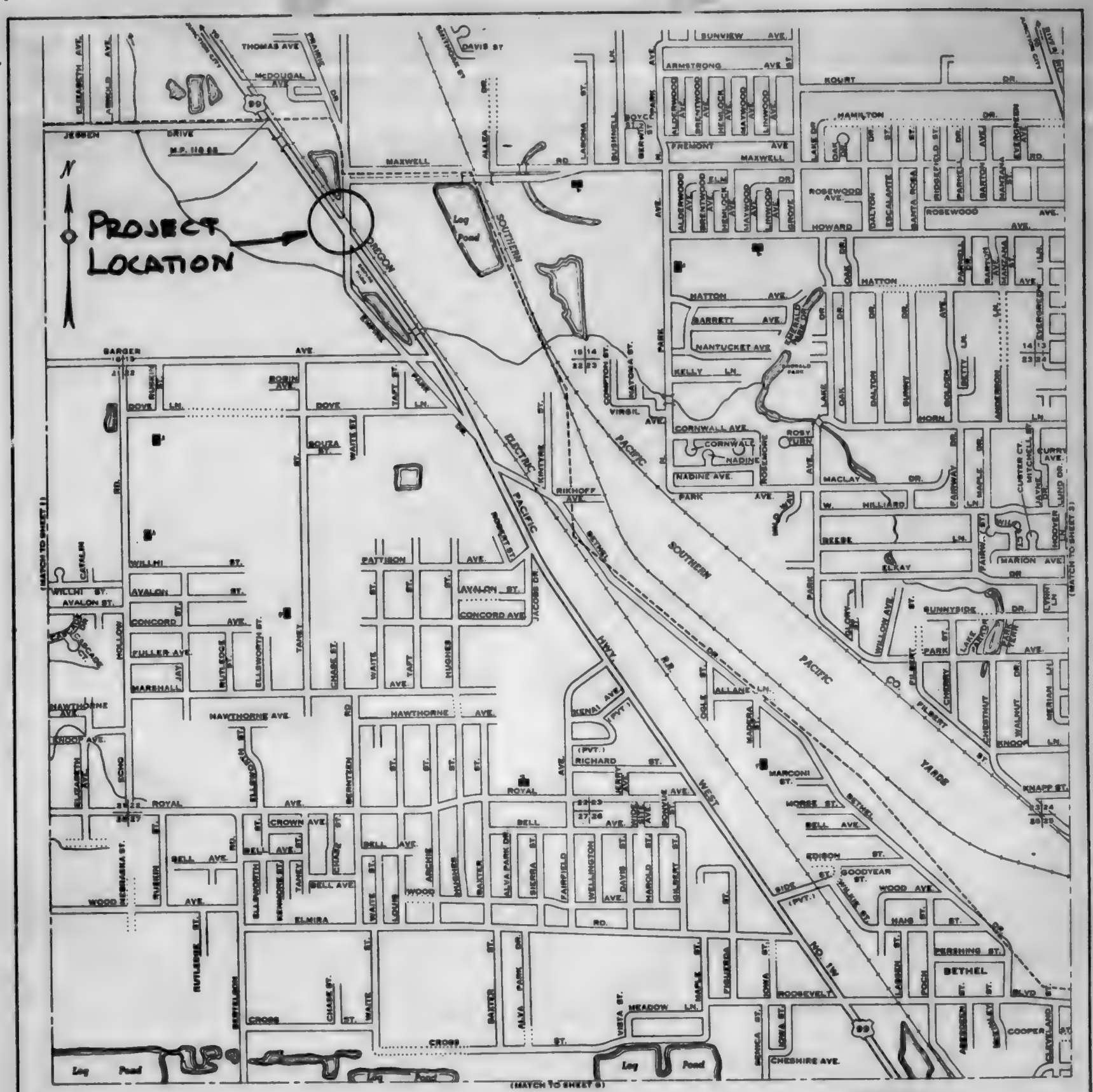
Type of Project: Intersection relocation and widening, new traffic signal and railroad crossing protection with pre-empt.

Area Wide Topics Plan Status: Submitted and received preliminary approval for the tentative Type II system. We plan and expect to complete the requirements for the Area Wide Topics Plan in eighteen months. Part of the data is already gathered and work is proceeding toward an eighteen month completion. This project will be a priority project on the completed plan.

Purpose of Project: The present intersection has volumes on Pacific Highway of approximately 11,000 north of Prairie, 20,000 south of Prairie, and 9,500 on Prairie Road. This intersection is one of five in this corridor which ultimately must be signalized. The corridor would extend from Roosevelt Blvd. to Belt Line Road. The intersection has had one fatal involving a vehicle versus train. Capacity is a problem in the morning peak hours due to the skew and large conflict area on Pacific Highway itself. This intersection is also heavily used by tank trucks and other commercial types due to the industrial nature of the area.

This project would accomplish the following:

1. Increase capacity in A.M. peak hours.
2. Increase railroad crossing safety for the motorist and truckers.
3. Improve the bad skew at the intersection.
4. Provide the second signalized intersection for this corridor (Roosevelt being the other one).



SIGNED ROUTES

INTERSTATE 5

U.S. 99

ORE 99

LEGEND

- Post Office
- School
- R. R. Depot
- Public Bldg.
  - cv – City Hall
  - ct – Court House
  - a – Armory
  - l – Library
- Street open for travel
- Street dedicated but not open
- City Limits.

EUGENE

LANE COUNTY, OREGON

PREPARED BY THE

OREGON STATE HIGHWAY DEPARTMENT

IN COOPERATION WITH THE U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS

Population 72,600

Scale in Feet

Revised January 1966

SHEET ARRANGEMENT

1	2	3	4
5	6	7	8
	9	10	11

SHEET 2 OF 11 SHEETS

RESOLUTION NO. 1734

A RESOLUTION MAKING APPLICATION FOR CERTAIN STREET AND TRAFFIC SIGNAL CONSTRUCTION UNDER THE URBAN TRAFFIC OPERATIONS PROGRAM TO INCREASE CAPACITY AND SAFETY

WHEREAS, in the interest of the health, safety and welfare of the motoring public certain street and traffic signalization is needed at the intersection of Pacific Highway and Roosevelt Boulevard and Pacific Highway and Prairie Road in the City of Eugene, Oregon; and

WHEREAS, there are certain programs available to aid any design and construction of said signalization and street construction,

NOW, THEREFORE,

BE IT RESOLVED BY THE COMMON COUNCIL OF THE CITY OF EUGENE, OREGON that the City of Eugene, acting by and through its Common Council, by this Resolution does hereby make application for participation by the Oregon State Highway Department and the Bureau of Public Roads in new signal and street construction at the intersections of Pacific Highway and Roosevelt Boulevard and Pacific Highway and Prairie Road. These projects are to be accomplished in accordance with the Urban Traffic Operations Program to increase capacity and safety under the guidelines established by the above referred to agencies.

The staff of the City of Eugene is hereby directed to take such steps and prepare such documents as may be necessary to perfect this application.

The foregoing Resolution adopted this 10th day of November, 1969.

/s/ S. P. Flogstad
City Recorder

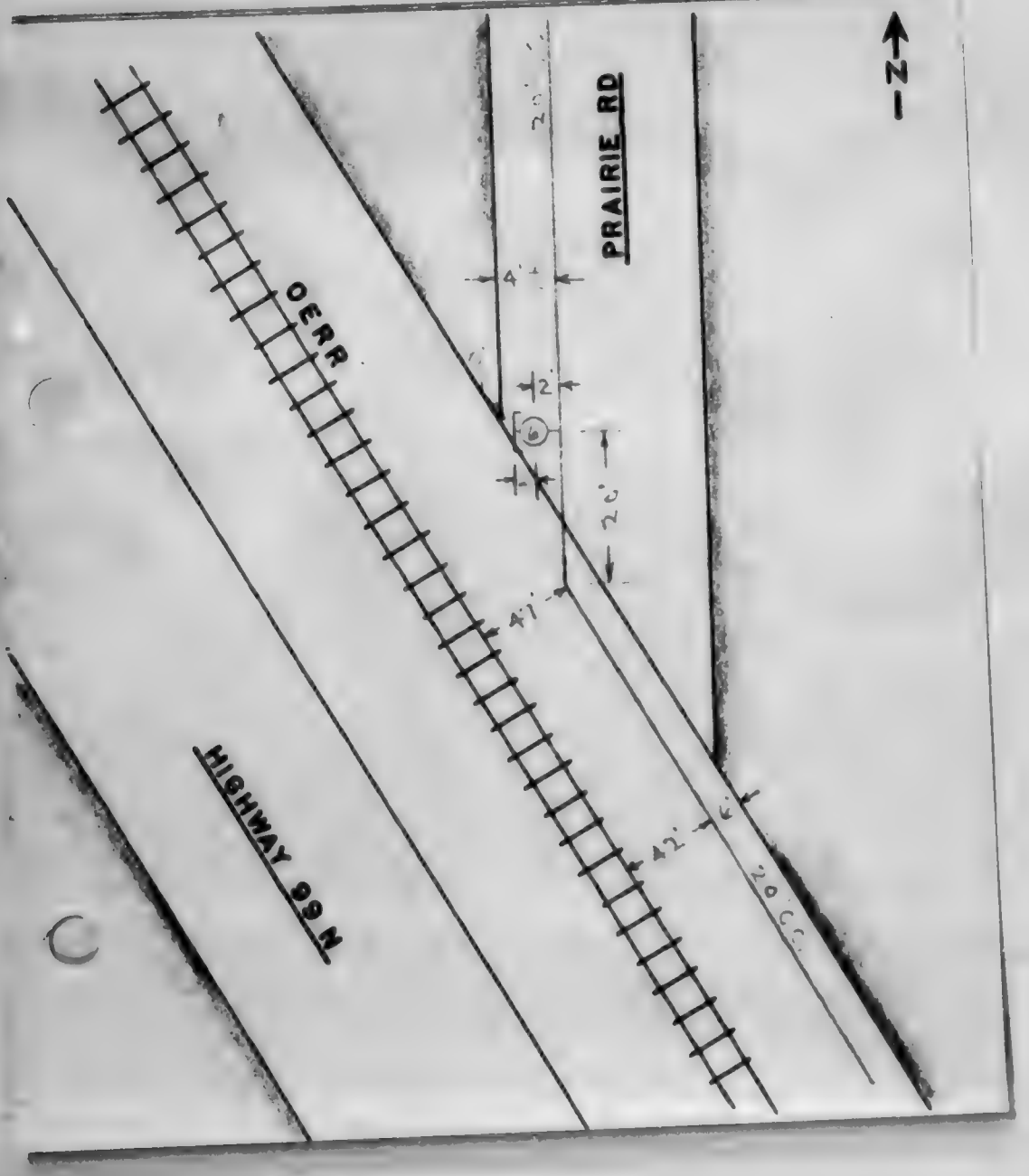
VALVE & HYDRANT RECORD

HWY 99 N AVENUE AND PRAIRIE RD. STREET BLOCK NO

HYDRANT MAKE Mueller SIZE 5½" STEAMER 1 2½" HOSE 2

TEST: DATE G.P.M. STATIC PRESS. RESIDUAL PRESS.

DATE INSTALLED HYDRANT NO. 1463



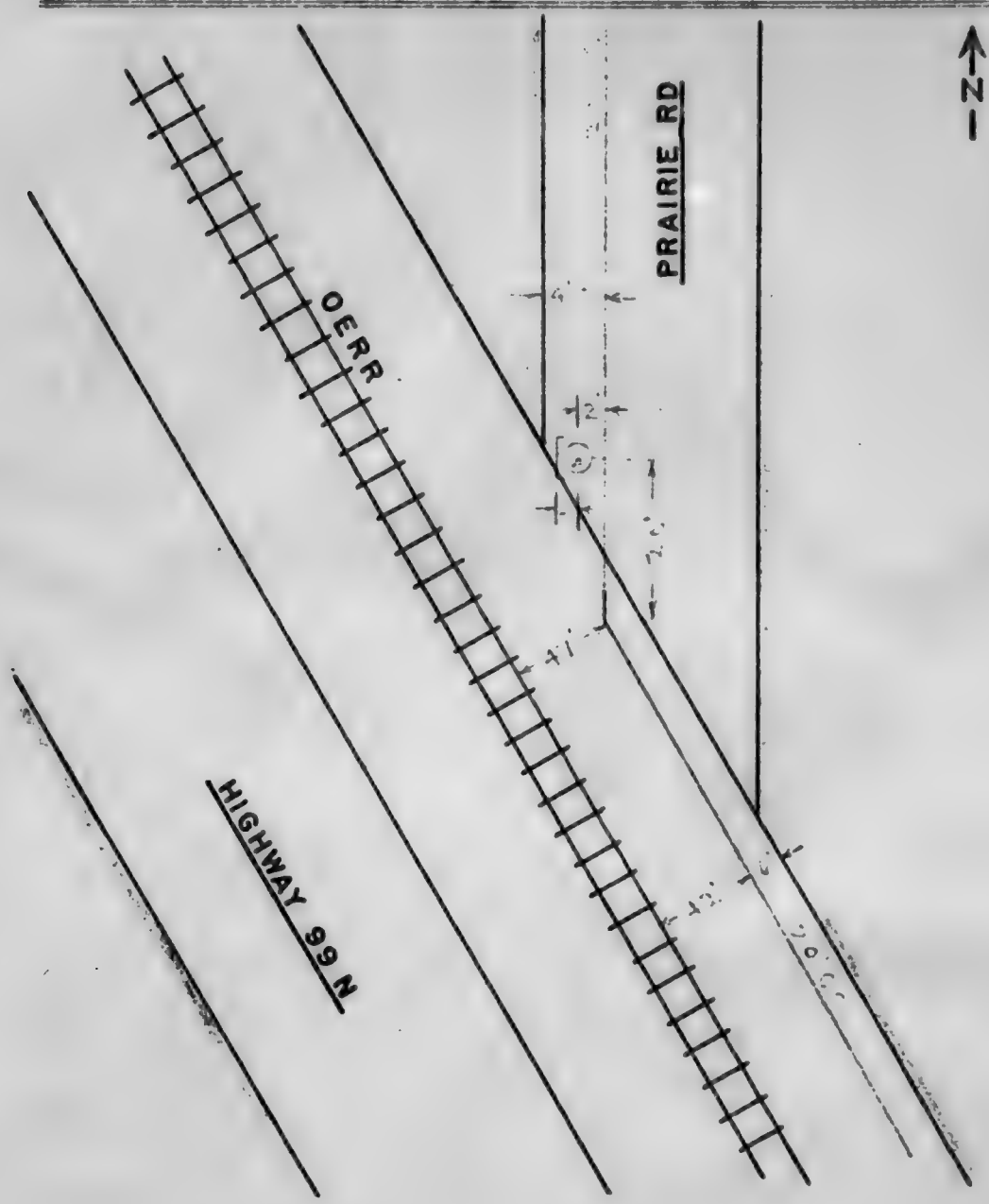
VALVE & HYDRANT RECORD

HWY 99 N AVENUE AND PRAIRIE RD. STREET BLOCK NO.

HYDRANT MAKE [illegible] SIZE 5½ STEAMER 1 2½" HOSE 2

TEST: DATE ____ G.P.M. ____ STATIC PRESS. ____ RESIDUAL PRESS. ____

DATE INSTALLED ____ HYDRANT NO. 1462



228018

ROAD

RAILROAD

ELECTRIC

U.S. 99

228018

RAILROAD

U.S. 99

ROAD

PRAIRIE

8106 NORTHWEST NATURAL GAS COMPANY

LOWERING OR MAINTENANCE REPORT

DATE COMPLETED _____ SIGNED _____
(WRITE ADDITIONAL INFORMATION ON SKETCH) CREW LEADER

RECONSTRUCTION REPORT

INSTRUCTIONS

INSTALL _____ FEET OF _____" MAIN ON _____ FT. LINE

☐ BARE ☐ COATED: PIPE w/_____, JOINT WRAP w/_____

☐ BOND ☐ INSULATE TIE-IN AT _____

☐ BOND ☐ INSULATE TIE-IN AT _____

☐ BOND OTHER COUPLINGS ON MAIN ☐ COAT ALL FITTINGS

INSTALL _____ ANODES: _____ ☐ BOND SERVICE TEE & C. COCK

ABANDON MAIN _____ FEET OF _____": _____ FEET OF _____"

UNDERGROUND INFORMATION: _____

REPORT

INSTALLED _____ FEET OF _____" MAIN ☐ BARE ☐ COATED

TYPE COATINGS: PIPE _____ JOINTS _____ FITTINGS _____

☐ BONDED ☐ INSULATED TIE-IN AT _____

☐ BONDED ☐ INSULATED TIE-IN AT _____

INSTALLED _____ ANODES: _____ ☐ BONDED SERVICE T & C. COCK

PROPOSED GAS LINE
EXISTING GAS LINE
EXISTING WATER MAIN
ABANDON GAS LINE
PROPOSED ANODE
PROPOSED VALVE
EXISTING VALVE
RECONNECT SERVICE
ABANDON SERVICE

PLATTED	TEMPORARY		PERMANENT	
	DATE	SIGNED	DATE	SIGNED
PLAT NO.				
WALL MAP NO.				

APPROVED _____ DATE _____

MAIN WORK ORDER NO. _____

SERVICE WORK ORDER NOS. _____

ADDRESS _____

LOWERING OR MAINTENANCE REPORT

DATE COMPLETED _____ SIGNED _____
(WRITE ADDITIONAL INFORMATION ON SKETCH) CREW LEADER

RECONSTRUCTION REPORT

INSTRUCTIONS

INSTALL _____ FEET OF _____" MAIN ON _____ FT. LINE

☐ BARE ☐ COATED: PIPE w/_____, JOINT WRAP w/_____

☐ BOND ☐ INSULATE TIE-IN AT _____

☐ BOND ☐ INSULATE TIE-IN AT _____

☐ BOND OTHER COUPLINGS ON MAIN ☐ COAT ALL FITTINGS

INSTALL _____ ANODES: _____ ☐ BOND SERVICE TEE & C. COCK

ABANDON MAIN _____ FEET OF _____"; _____ FEET OF _____"

UNDERGROUND INFORMATION: _____

PROPOSED GAS LINE
EXISTING GAS LINE
EXISTING WATER MAIN
ABANDON GAS LINE
PROPOSED ANODE
PROPOSED VALVE
EXISTING VALVE
RECONNECT SERVICE
ABANDON SERVICE

PLATTED	TEMPORARY		PERMANENT	
	DATE	SIGNED	DATE	SIGNED
PLAT NO.				
WALL MAP NO.				

REPORT

INSTALLED _____ FEET OF _____" MAIN ☐ BARE ☐ COATED

TYPE COATINGS: PIPE _____ JOINTS _____ FITTINGS _____

☐ BONDED ☐ INSULATED TIE-IN AT _____

☐ BONDED ☐ INSULATED TIE-IN AT _____

INSTALLED _____ ANODES: _____ ☐ BONDED SERVICE T. & C. COCK

ABANDONED MAIN _____ FEET OF _____ FEET OF _____"

DATE COMPLETED _____ SIGNED _____
(WRITE ADDITIONAL INFORMATION ON SKETCH) CREW LEADER

APPROVED DATE

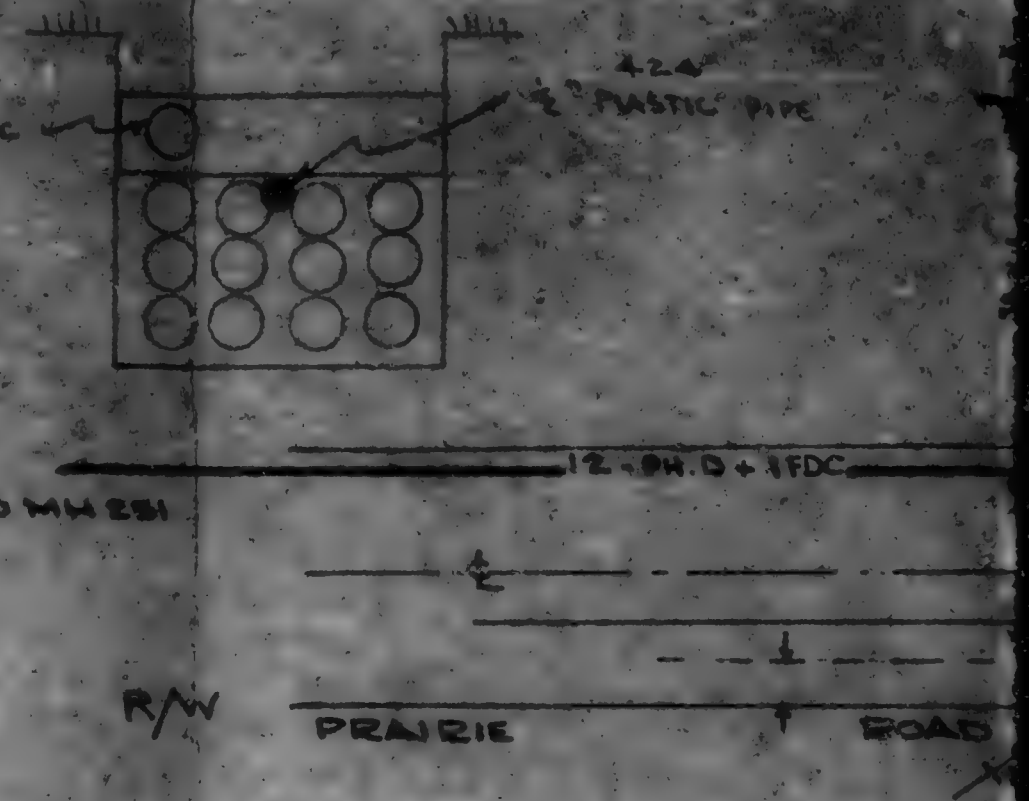
MAIN WORK ORDER NO. _____

SERVICE WORK ORDER NOS. _____

ADDRESS _____

BETWEEN _____ & _____

COUNTY _____ CITY _____


4-2"
2" PLASTIC PIPE
1" FDC
12 - DH.D + 1FDC
TO MH 231
R/W
PRAIRIE
ROAD

NOTE: 30" - 22" D.I.P. UNDER R.R. FOR CABLE

O.E. R.R.

P.# 1801

N U.S. 99

U.S. 99 S

4-14"
12-PH.D

Hi-Way Patrol & H. Hwy

10"
8-PH.D

AD

½" PLASTIC PIPE

28' 6-PH.D

13' 2-PH.D

P.# 2

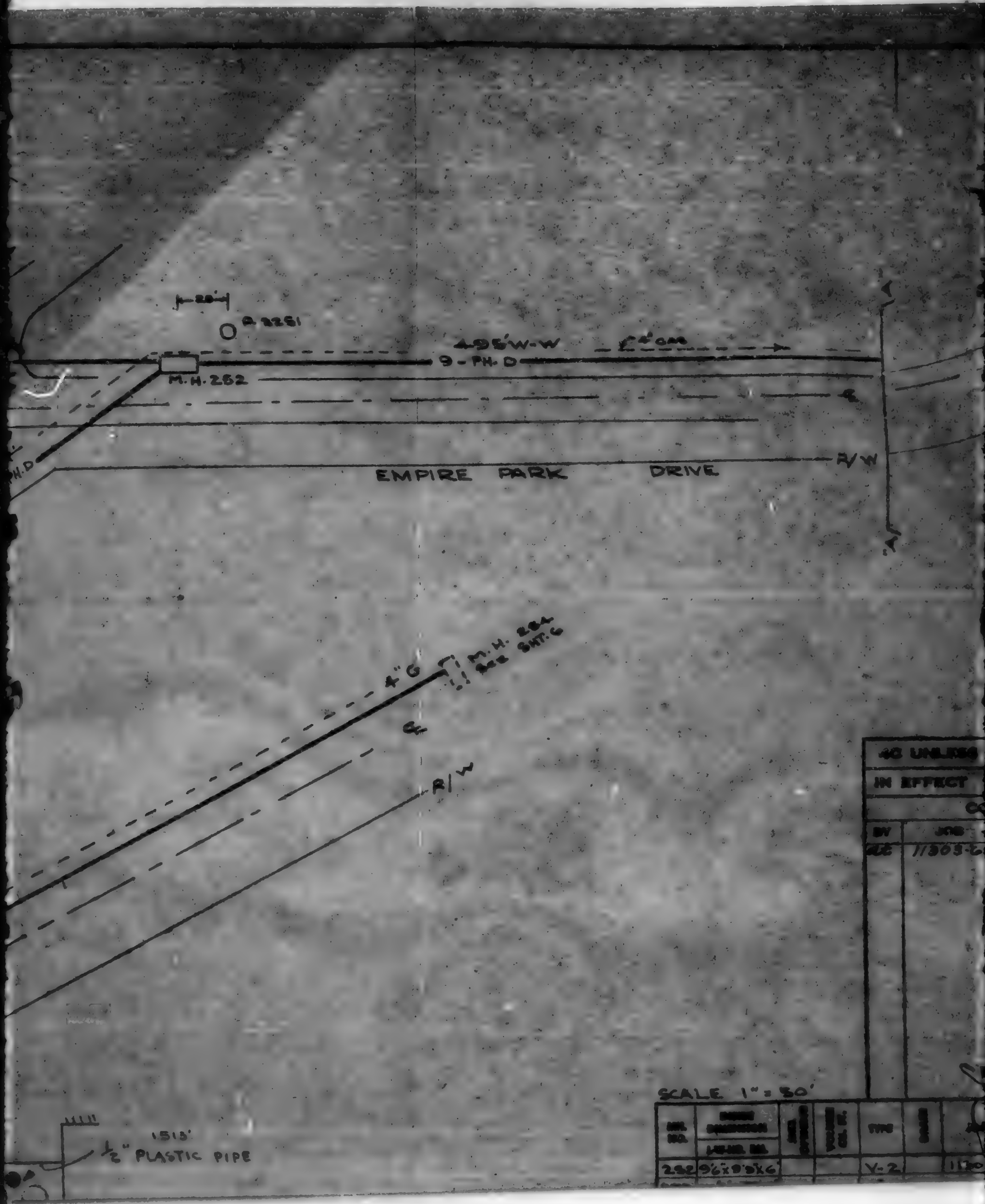
Pac. Hwy

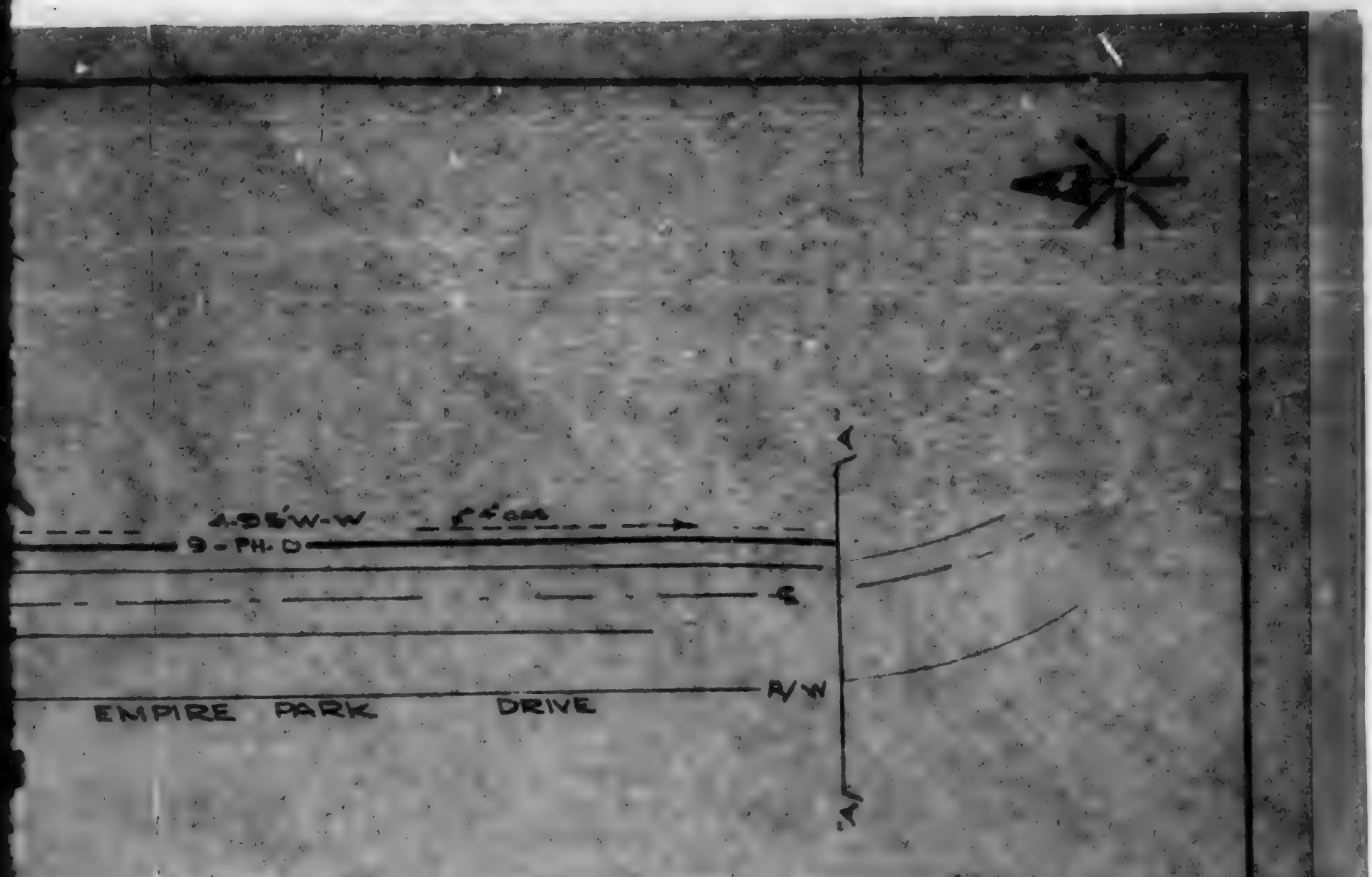
G

G

G

EMPIRE PARK DR.


4.95'W-W
9 - PH. D
M.H. 252
EMPIRE PARK DRIVE
R/W
4" G
M.H. 252
SHT. 6
R/W
1513'
½" PLASTIC PIPE
SCALE 1" = 50'
252
9'6"x9'5"x6'
V-2
1130

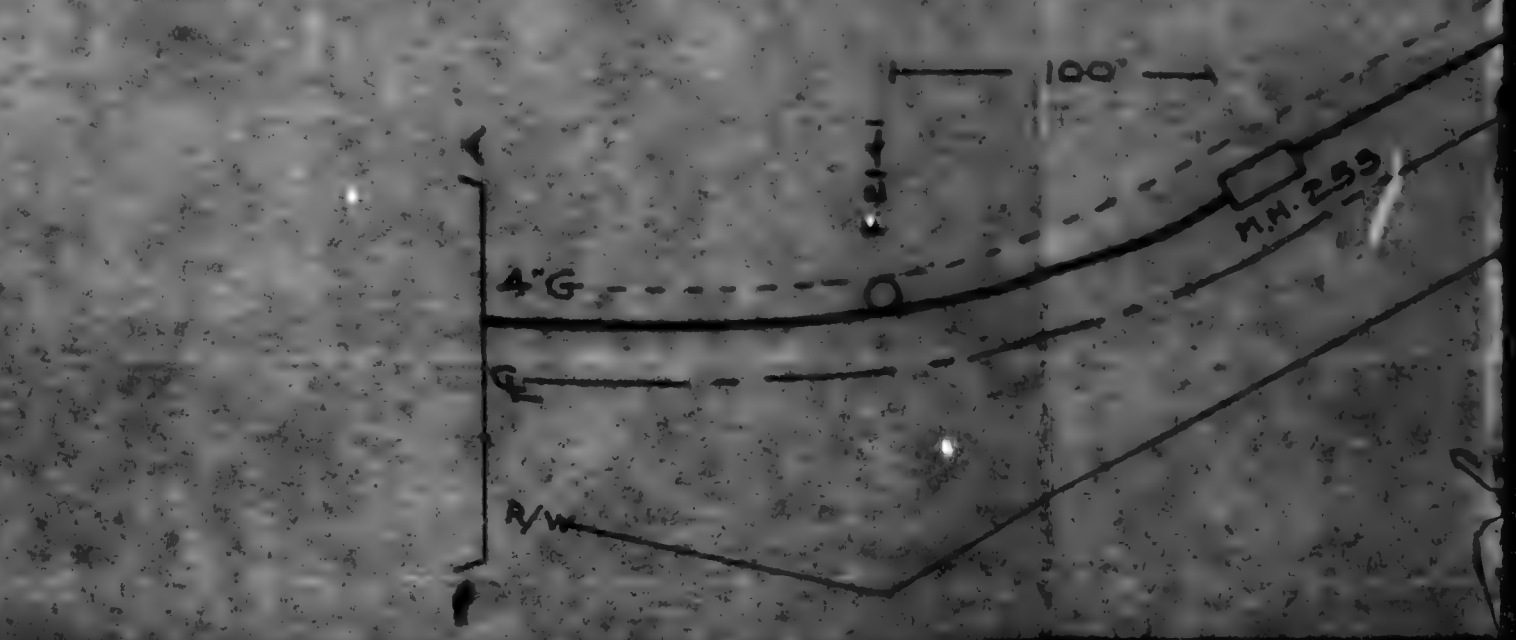


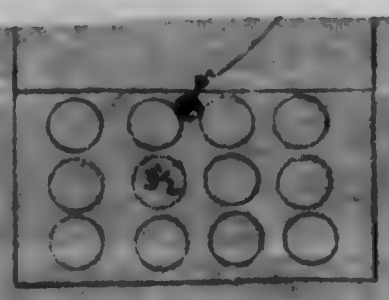
4C UNLESS OTHERWISE NOTED			
IN EFFECT 5-14-68 At			
CORRECTED			
BY	JOB	DATE	LOCATION
JCC	11303-66	5-68	ALL

SCALE 1" = 50'

MK. NO.	DESIGN CONDITIONS / LOAD NO.	SIZE	CONNECTED CFM	TYPE	SHEET	JOB	SHT.	NOTES
252	9'6"x9'9"x6			V-2		11303	66	

Measurements and depth are only approximate - for exact measurements refer to Repair 343-8201





Pac Hwy

G

G

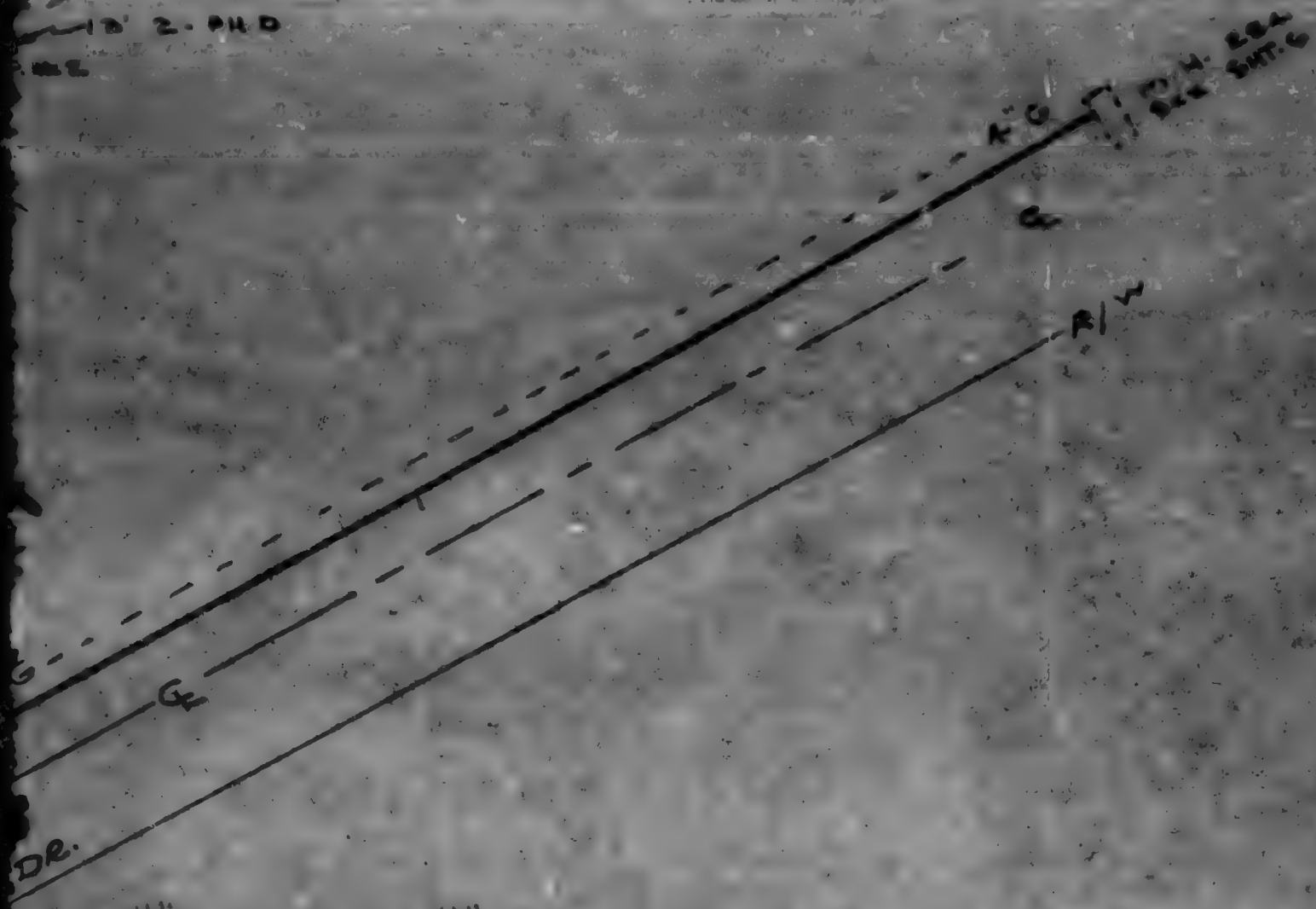
EMPIRE PARK DR.

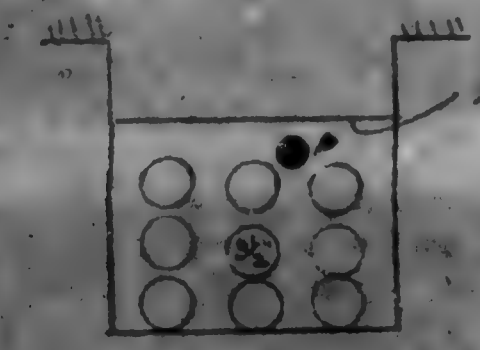
BIL W-W

PH.D

Q

12" 2-PHD





SCALE 1" = 5

SHT. NO.	INDEX DESIGNATION / PUMP SIZE	
252	9½x9·5x6	
253	10½x5·5x6	

EUGEN

BOOSTER E.M

FROM

AC UNLESS OTHERWISE NOTED			
IN EFFECT 5-14-68 at			
CORRECTED			
BY	JOB	DATE	LOCATION
RLL	11303-66	8-68	ALL

SCALE 1" = 50'

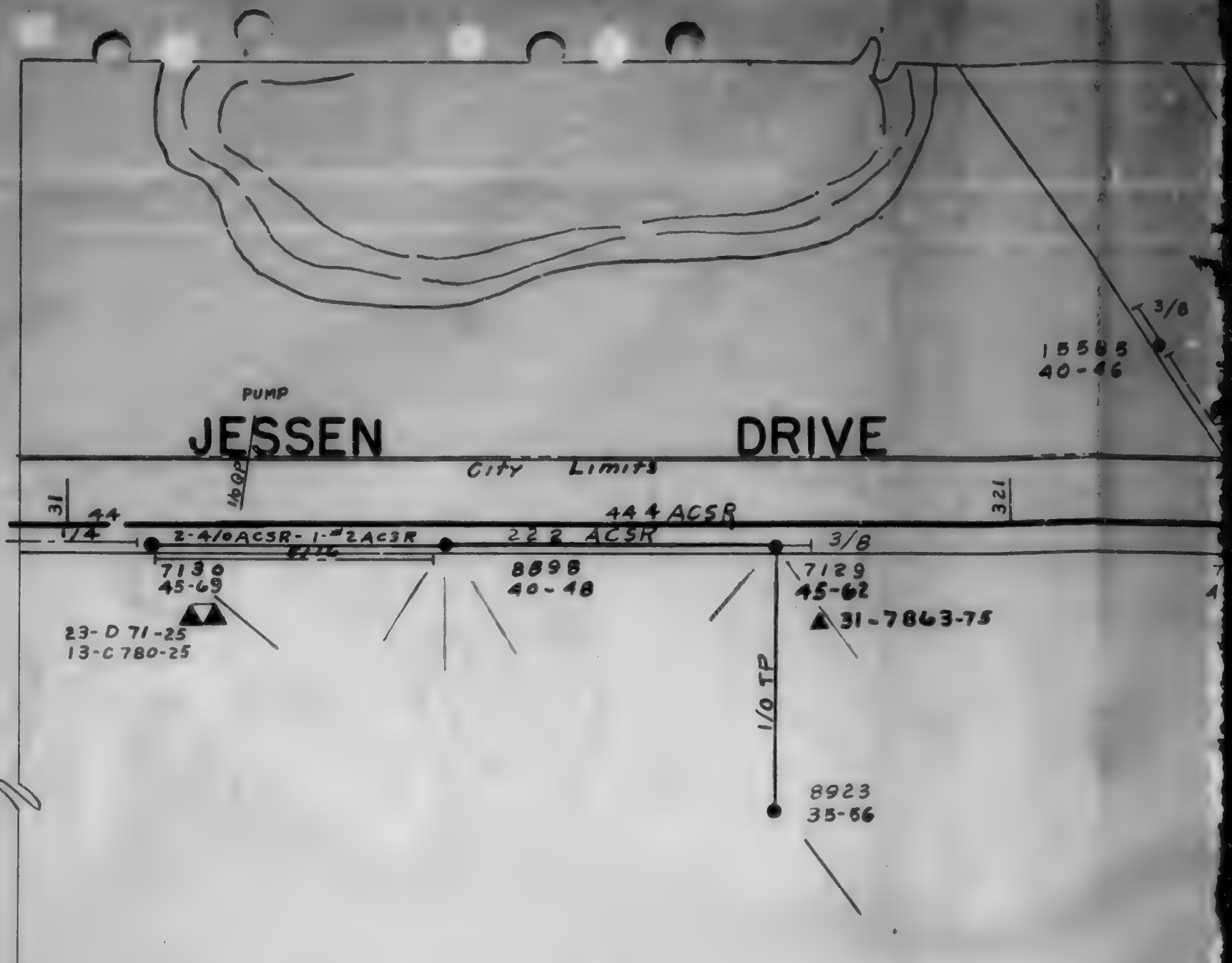
MH. NO.	HOLE DIMENSIONS / MH. DIA.	MH. EXCAVATION	VOLUME CU. YD.	TYPE	CASTING	JOB	DATE	NOTES
252	9'6"x9'9"x6'			V-2		11303	'66	
253	10'6"x5'x6'			A		11303	'66	

CONDUIT RECORD

FROM EUGENE CITY LIMITS RIVER ROAD

LOCATION EMPIRE PARK ROAD

FROM _____ STREET TO _____ STREET


PUMP
JESSEN DRIVE
City Limits
3/8
15585
40-46
31
44
1/4
4/0 ACSR
321
444 ACSR
2-4/0 ACSR - 1-2 ACSR
222 ACSR
3/8
7130
45-69
8898
40-48
7129
45-62
31-7863-75
23-D 71-25
13-C 780-25
1/0 TP
8923
35-56

12 V

13 W

7143
40-47
3/8
18 KV
666
8744
40-48
24928
45-68
321
7142
40-58
▲ 32-5402-5
7141
40-68
11705
58-83
18163
35-64
DOUGLAS FIR LBR. CO.
13-2250-100
21-2308-100
23-3066-100
3/8
3/8
City Limits
13-8500
7128
45-52
3/8
12843
35-54
3/8
3/8
12 KV
321
12842
45-54
7127
40-
31-5086-10 ▲
321
PACIFIC
OREGON
222-30
13-4069-37.5
21-4070-37.5
32-4071-37.5
HWY.
7126
40-
31-2931-10 ▲
7785
48-51
31-1849-5 ▲
7125
40-
115 KV
EPA
ELECTRIC
12 KV

1428
45-27

13812
30-66
L3

11706
55-53

PRAIRIE

11706
55-53

3-8500-25

321

666

1427
35-62

1/2

5/16

11704
60-53

1426
35-62
3/8

1/4

11703
60-53

CITY LIMITS

12415
30-47
1/2

1425
45-27

1/4

1/0

7454
40-47

7522
50-63

13 KV

100 Amp SO

21-3728-3

11702
60-53

CLOSED

MAXWELL

City Limits

321
414

23233
35-64

4/0 ACSR

3-0-0 STD. CU

321

ROAD

11701
65-63

CTRIC

Willi Valley
Mfg. Co.

3-4/0

12592
35-61

5/16 4/0

1038
50-61

31 - 033 - 167
32 - 034 - 167
12 - 0313 - 167

444

321

12 KV

▲ 12-4201-5
7560
60-63

7522
50-63

444

1/0

1/2

4048
35-63

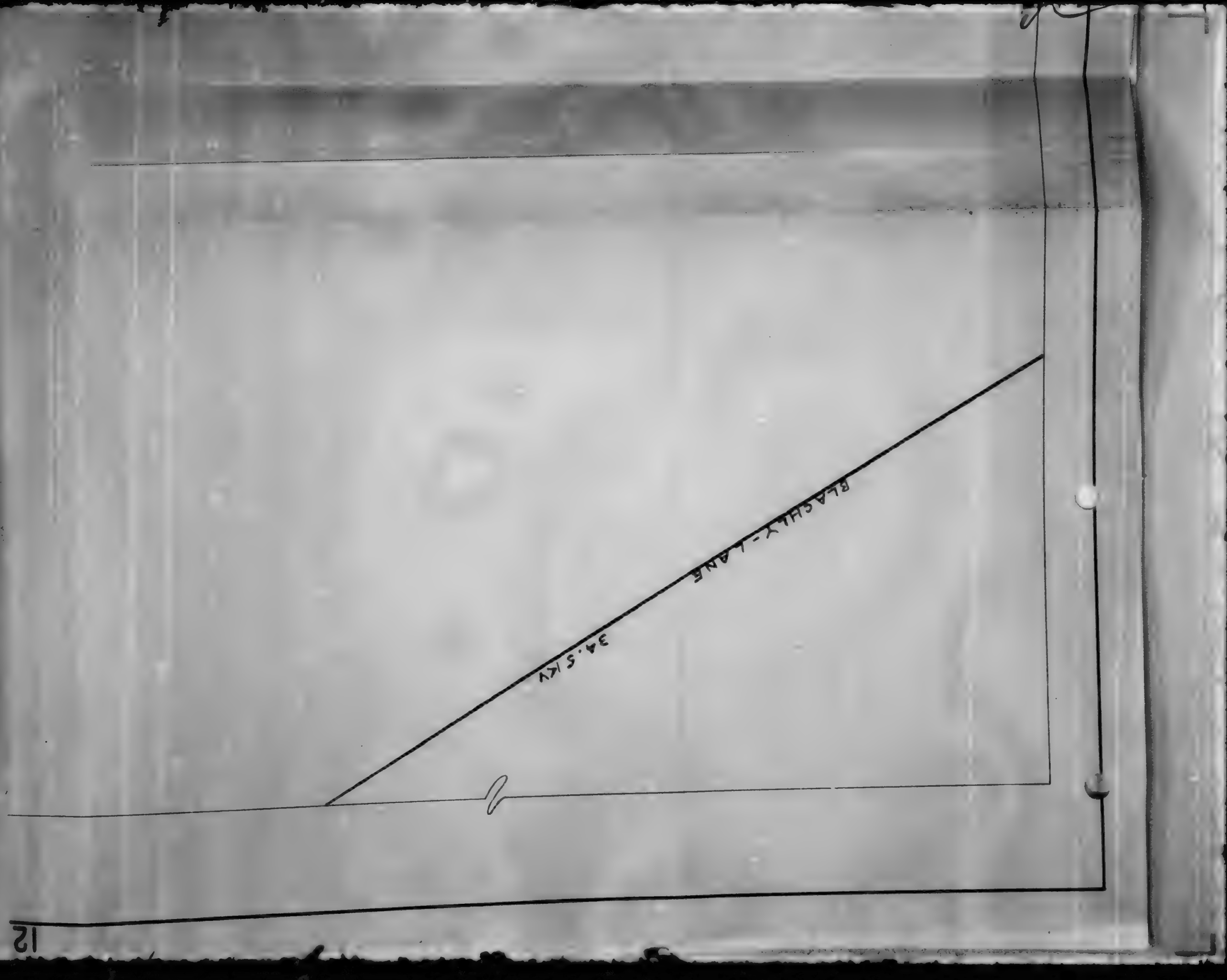
Limits

321
4214

ROAD

2050'

14 V


34.5 KV
PLASTILAN

7124
40-
31-1335-2.5 ▲

U.S. 99

444

31-1639-5 ▲
1422
40-47

3/8

2800

13 U

11696
65-53

4/0 ACSR
0-0-0 STD. CU.

11697
65-53

3/1
4/1/4

RAILROAD

12 KV

11698
65-53

DIS. OPEN
NO LOAD BR.

1420
50-63

3/8

3/8

1419
48-53

3/1
4/1/4

12 KV 0-0-0

EMPIRE PK. DR.

60'

830
25-57

3-1/2

11700
70-53

12 KV

18644
45-60

4/0 ACSR

95 AMP

BATT
45-
3-1/2

31-1382-2.5
1615
40-

46
45-

422
0-47

3/8

U.S. 99 N

20

School Dist. #62
& City 52

11696
65-53

50'

REVISED
11 SEPT. 67
E W E B
SCALE 1" = 100'
DATE 11-14-62
DRAWN C.O.P.

E 13 V

BK. 2

TOPICS PROJECT REQUEST

Date November 1969

Name of City Eugene, Oregon
Major Street Name Pacific Highway
Section Name Pacific Hwy. West @ Roosevelt Blvd.

Location of Project (Attach sketch map) Length - - - -
On Which System? Primary I X Primary II & X or Secondary ____

Is this TOPICS project a priority project of an approved AREAWIDE TOPICS PLAN? No Date PLAN approved: ____; or is this project expected to be a priority project of an AREAWIDE TOPICS PLAN that is expected to be approved within 18 months? Yes (If the latter, please attach documentation and scheduling to support and justify this expectation.)

Is any portion of this project under State or County jurisdiction? Yes
Explain Pacific Highway is a State Highway

Describe Project Perform minor street construction on Roosevelt Blvd. Change traffic controller and signalization to end up with a full presence long loop installation.

Complete Applicable Sections:

I. SIGNALIZATION DATA:

1. Location: Pacific Highway (99 N) and Roosevelt Blvd.

2. Type: a. Traffic Control ____
   1. Pretimed ____
   2. Traffic-actuated ____
      (a.) Full traffic-actuated X
      (b.) Semi-traffic-actuated ____
      (c.) Volume density-actuated ____
      (d.) Pedestrian actuated ____

Footnotes:

b. Flashing Beacon _____
c. Caution _____
d. Drawbridge _____
e. Lane-direction _____
f. Other _____

3. Number of Phases:
   a. Two _____
   b. Three _____
   c. Multiple X

4. Is interconnection for coordination necessary? No Remarks: Isolated intersection.

   If so, by cable or leased telephone line? _____

5. Type of Suspension:
   a. Mast Arm X
   b. Span Wire _____
   c. Signal Bridge _____

6. Paint Color Desired: Poles - silver. Heads- black and green.

7. Present Signalization: 3-phase semi-actuated

8. Other Remarks: Turn pockets are timing together.

II. ILLUMINATION DATA: (Eligible only when included as a priority project in approved TOPICS PLAN)

1. Location: Not applicable.

2. Type:
   a. Mercury Vapor _____
   b. Fluorescent _____
   c. High-pressure Sodium _____
   d. Incandescent _____

3. Luminaire Distribution Type and Classification:
   a. I _____
   b. II _____
   c. III _____
   d. IV _____
   e. V _____

Footnotes:

4. Luminaire Wattage:
   a. 175 _____
   b. 250 _____
   c. 400 _____
   d. 700 _____
   e. 1000 _____

5. Luminaire Spacing: _____

6. Maintained Intensity: _____

7. Uniformity Ratio: _____

8. Proposed Mounting Height:
   a. 30 ft. _____
   b. 40 ft. _____
   c. 45 ft. _____
   d. 50 ft. _____

9. Pole Type: a. Wood _____
   b. Steel _____
   c. Aluminum _____

10. Operating Voltage: a. 120 _____
    b. 240 _____
    c. 480 _____
    d. Series _____

11. Type of Wiring: a. Overhead _____
    b. Underground _____

12. Present Illumination: _____

Footnotes:

III. CHANNELIZATION OR WIDENING DATA:

1. Location: Roosevelt Blvd. - East of and West of Highway 99.

2. Desired Work: Do minor widening and construct curb and gutters as necessary.

3. Typical Section: Tent. 6" a.c. - 15" a.b. - 54 feet curb-curb

4. Curbs? Yes If so, a. Type Desired: (Standard, monolithic, rolled, or special) monolithic
   b. Exposure 6 inches
   c. Width between curbs 54 ft.
   d. Desired curb radius 35 ft.

5. Surfacing: A.C. X P.C.C. _____ Oil _____ Other _____

6. Present Typical Section and Surfacing: A.C. surfacing 22' to 25' wide. No curbs.

7. Traffic Control Signing:
   a. To be part of project? _____
   b. By City? X c. By State at City Expense? _____
   (NOTE: These signs must be in place prior to BPR acceptance.)

8. Striping:
   a. To be part of project? No
   b. By City? X
   c. By State at City Expense? _____
   (NOTE: Striping must be completed prior to acceptance.)

9. Sidewalks: (Eligible only when affected by project and replaced in kind.)
   a. Length _____ft.
   b. Width _____ft. Not Applicable
   c. Type _____
   d. Location: _____

Footnotes:

IV. STRUCTURE DATA:

1. Location: Not Applicable _____

2. Desired Work: _____

3. Name of Structure: _____

4. Name of Stream, Street or Facility being Spanned: _____

5. Desired Roadway Width of Structure: _____ ft.
   (NOTE: Must be width of approach travelway plus full shoulders.)

6. Are sidewalks desired? _____ Width? _____ft. Location _____

7. Is a particular type of structure and design desired? _____
   Explain: _____

8. Can street be closed during construction? _____

9. Detour: a. Required? _____
   b. By City? _____
   c. By Contractor? _____

10. Approaches or Connections: a. By City? _____
    b. By Contractor? _____
    c. Traveled surface: Type _____
    Width _____ ft.
    d. Shoulders: Type _____
    Width _____ ft.

11. Existing Structure: a. Remain in Place? _____
    b. Use for Detour? _____
    c. Removed by City? _____
    d. Removed by Contractor? _____
    e. Salvaged by Contractor for City? _____
    (NOTE: If existing structure salvaged by Contractor for City, City must pay 100% of salvage value of structure.)

Footnotes:

12. Is riprap or rock blanket required? _____
    a. By City? _____
    b. By Contractor? _____

13. Will any of the following utilities be attached to the structure?
    a. Water Mains: _____ Size: _____
       Owner: _____
    b. Sanitary Sewer Mains: _____ Size: _____
       Owner: _____
    c. Storm Sewer: _____ Size: _____
       Owner: _____
    d. Gas Mains: _____ Size: _____
       Owner: _____
    e. Power Lines: _____
       Owner: _____
    f. Telephone Lines: _____
       Owner: _____
    g. Other Utilities: _____
       _____

14. Does City wish provisions made for future utility attachment to structure? _____ Explain: _____
    _____

15. Does City wish lightpost bases and conduit installed? _____

16. Are there any unusual or complicating conditions? _____
    Explain: _____
    _____

17. Describe Existing Structure: _____
    _____
    _____
    _____

_____

Footnotes:

V. RIGHT-OF-WAY AND UTILITIES DATA:

1. What is general width of existing right-of-way? 60' ft.
   a. Maximum: 60 ft.
   b. Minimum: 60 ft.

2. Will additional right-of-way be needed? Maybe Explain: Final design will determine

3. Shall State prepare right-of-way descriptions? - - -

4. Is a public hearing necessary? Maybe (probably not if single owner)
   (NOTE: If additional right-of-way is needed, or the improvement would have an adverse effect upon abutting real property, or if the layout or function of the facility or connecting streets or roads would be changed, an opportunity for a hearing must be afforded.)

5. Will there be any persons displaced from their homes, farms, or businesses, requiring relocation assistance? No
   (NOTE: No property owner shall be required to move from his home, farm, or business without at least 90 days' written notice prior to the intended vacation date.)

6. Will this project affect any park or recreation facility? No
   Explain:

7. Are there any utilities on private property by easements or other arrangements? No List owner, type, and location:

8. Are utilities on existing right-of-way by? Permit _____ or Franchise X (Attach list of utilities, owner, type and location within project limits.)

9. Are there any irrigation facilities? No Name of Owner _____, and dates between which water can be turned off:
   From _____ To _____ Location:

10. Are there any railroad crossings? No Location:

Footnotes:

a. Name of Railroad _____

b. Number of tracks: Mainline _____ Siding _____ Total _____

c. Sight Distance (1.) (Direction) _____ Distance _____ ft.
(2.) (Direction) _____ Distance _____ ft.

d. Number of Trains: (1) Passenger _____ Speed _____ mph
(2) Freight _____ Speed _____ mph

e. Angle of Intersection: _____

f. Type of Existing Crossing: (1.) Grade _____
(2.) Overcrossing _____
(3.) Undercrossing _____

g. Existing Protection: (1.) Advance warning signs _____
(2.) Automatic flasher _____
(3.) Automatic bell _____
(4.) Gates _____
(5.) Stop signs _____
(6.) Crossbucks _____
(7.) Other _____

h. Proposed Type Crossing and Protection: _____

_____

_____

i. Are there to be stopping lanes for buses and trucks? ____

j. Will crossing be altered to the extent that will require a P.U.C. hearing? _____
(1.) Does City wish State to prepare P.U.C. hearing data? _____
(2.) Will P.U.C. application be made by? State _____
City _____
(NOTE: City must plead or argue its own case at all P.U.C. hearings.)

11. Other Remarks: _____

_____

_____

VI. FINANCIAL DATA:

1. Available total TOPICS Funds: $226,000

2. Estimated Cost of Requested Project $ 33,500

3. Date Match Money is Available: Immediate

4. Will there be any 100% City money? No

5. Maximum Amount of 100% City Money: $ Not Applicable

_____

Footnotes:

6. Other Remarks: _____

_____

_____

This application is not complete unless a sketch map showing the location of the project is attached.

The Eugene City Council on the 10th day of November, 1969, adopted Resolution No. 1734 ~~Ordinance No.~~ _____, as the case may be, requesting this TOPICS project.

By _____
Hugh McKinley, City Manager

By _____

DOCUMENTATION

LOCATION: Pacific Highway and Roosevelt Blvd.

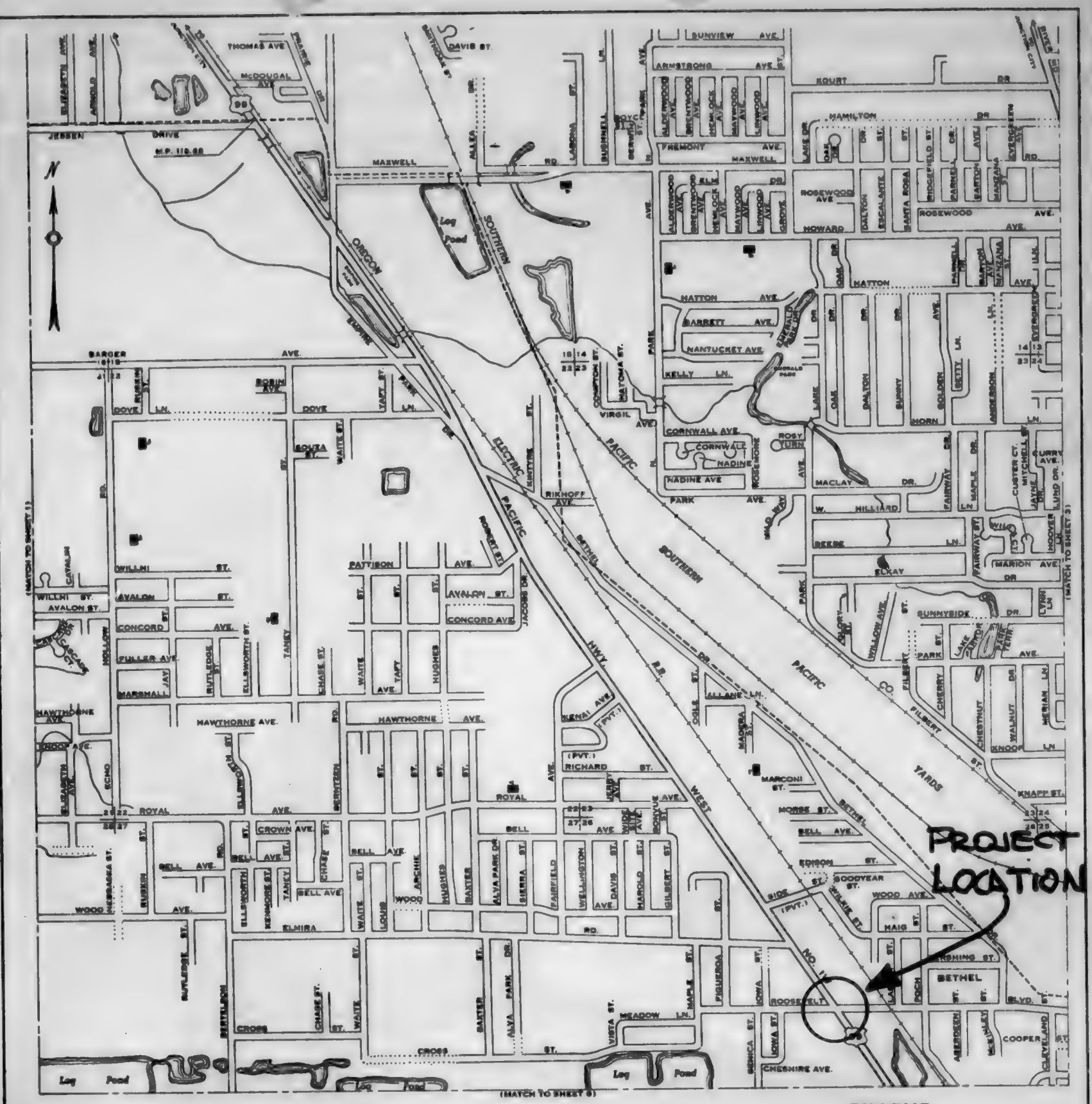
TYPE OF PROJECT: Intersection widening and signal upgrading

Areawide Topics Plan Status: Submitted and received preliminary approval for the Tentative Type II system. We plan and expect to complete the requirements for the Area Wide Topics Plan in eighteen months. Part of the data is already gathered and work is proceeding toward an eighteen month completion. This project will be a priority project on the completed plan.

Purpose of Project: The present intersection has volumes of approximately 21,000 on Pacific Highway and 6,000 on Roosevelt Blvd. Morning and evening peak hours produce heavy through and turning movements. The present controller being only a three-phase semi-actuated does not have the flexibility to handle the changing conditions. Additionally the side street capacity is substandard. Evening peak hour traffic outbound frequently backs up for distances as long as 1/2 mile. This is due to the controller having simultaneous left turn movements. The northbound left is heavy in the p.m. and also the through move. Consequently the northbound left holds up the northbound through.

This intersection is the end of a corridor which starts downtown on 6th Ave. Capacity improvements are needed here first in order to schedule a project to improve the outbound flow on 6th Avenue. This project will follow later.

The signal heads are overall design is substandard and the project will bring all the equipment up to Federal and State standards.



SIGNED ROUTES

INTERSTATE

U.S.

ORE.

LEGEND

Post Office

School

R. R. Depot

Public Bldg

cy – City Hall

ct – Court House

a – Armory

l – Library

Street open for travel

Street dedicated but not open

City Limits

EUGENE

LANE COUNTY, OREGON

PREPARED BY THE OREGON STATE HIGHWAY DEPARTMENT

IN COOPERATION WITH THE U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS

Population 72,600

Scale in Feet

Revised January 1966

SHEET ARRANGEMENT

1	2	3	4
5	6	7	8
	9	10	11

SHEET 2 OF 11 SHEETS

RESOLUTION NO. 1734

A RESOLUTION MAKING APPLICATION FOR CERTAIN STREET AND TRAFFIC SIGNAL CONSTRUCTION UNDER THE URBAN TRAFFIC OPERATIONS PROGRAM TO INCREASE CAPACITY AND SAFETY

WHEREAS, in the interest of the health, safety and welfare of the motoring public certain street and traffic signalization is needed at the intersection of Pacific Highway and Roosevelt Boulevard and Pacific Highway and Prairie Road in the City of Eugene, Oregon; and

WHEREAS, there are certain programs available to aid any design and construction of said signalization and street construction,

NOW, THEREFORE,

BE IT RESOLVED BY THE COMMON COUNCIL OF THE CITY OF EUGENE, OREGON that the City of Eugene, acting by and through its Common Council, by this Resolution does hereby make application for participation by the Oregon State Highway Department and the Bureau of Public Roads in new signal and street construction at the intersections of Pacific Highway and Roosevelt Boulevard and Pacific Highway and Prairie Road. These projects are to be accomplished in accordance with the Urban Traffic Operations Program to increase capacity and safety under the guidelines established by the above referred to agencies.

The staff of the City of Eugene is hereby directed to take such steps and prepare such documents as may be necessary to perfect this application.

The foregoing Resolution adopted this 10th day of November, 1969.

/s/ S. P. Flogstad
City Recorder

U.S. HWY. NO. 99

ROOSEVELT

Vent
Test Leads

2" Vent Riser
5' W. of W. end of
Casing

2" Vent 8' W. of E
end of Casing
W Test Leads & Cable Sole

U.S. HWY. NO. 99

ROOSEVELT

LASSEN ST.

2" vent Riser 5' N. of W. end of Casing

2" vent 8' W. of E. end of Casing w/ Test Leads & Cutie Site.

Vent Test Leads

10" Casing

8" Casing

EAST 1309'

10" CASING @ 167'

#2674

#2672

#2645

#2639

#2638

#2625

#2600

#2636

#2650

#2651

#2652

#2653

#2654

#2655

#2656

#2657

#2658

#2659

#2660

#2661

#2662

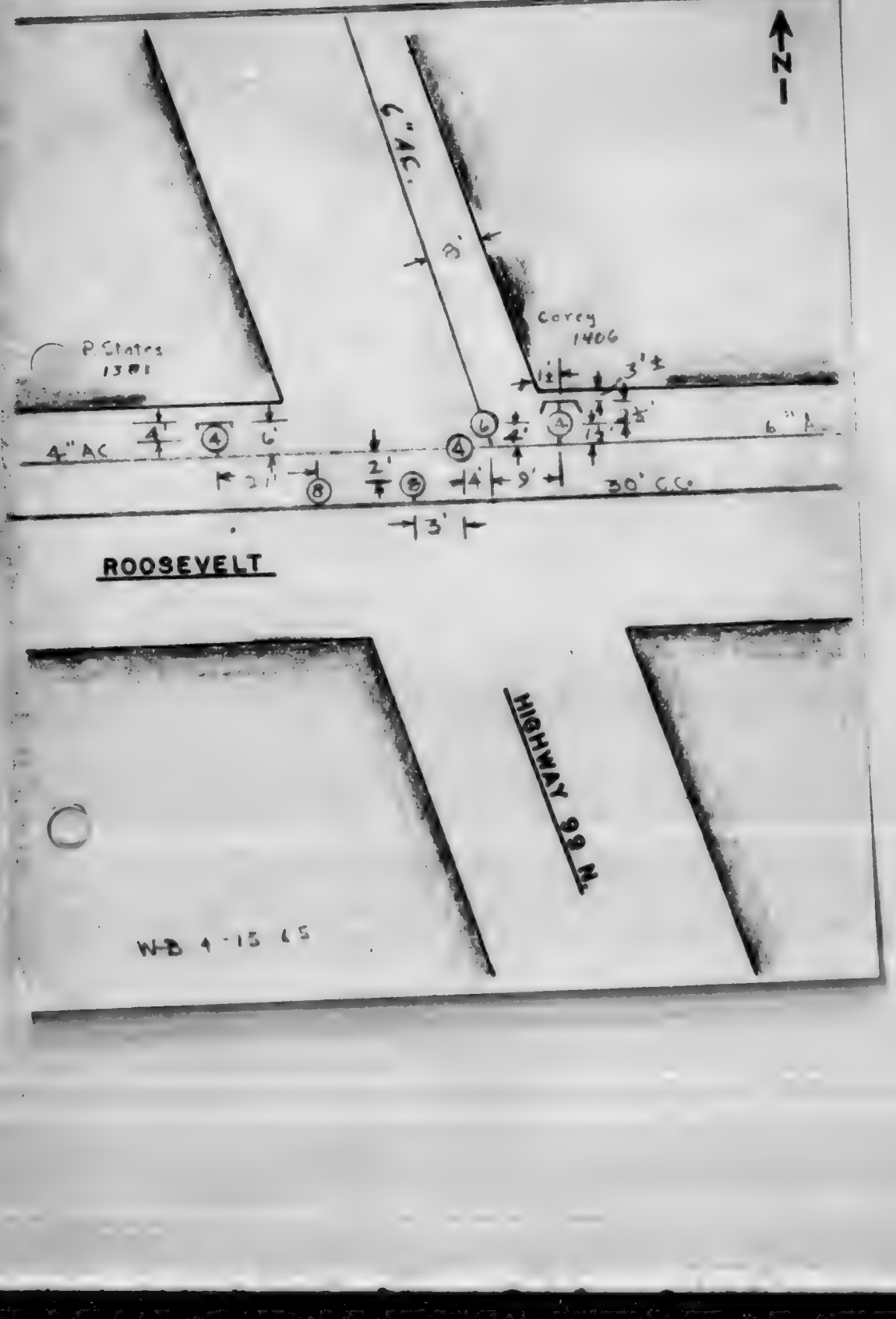
VALVE & HYDRANT RECORD

ROOSEVELT AVENUE AND HIGHWAY 99 N. STREET BLOCK NO.

HYDRANT MAKE P. States / Corey SIZE 4" / 4" STEAMER — 2½" HOSE 2 / 2

TEST: DATE ____ G.P.M. ____ STATIC PRESS. ____ RESIDUAL PRESS. ____

DATE INSTALLED ____ HYDRANT NO. W 1381 / E 1406



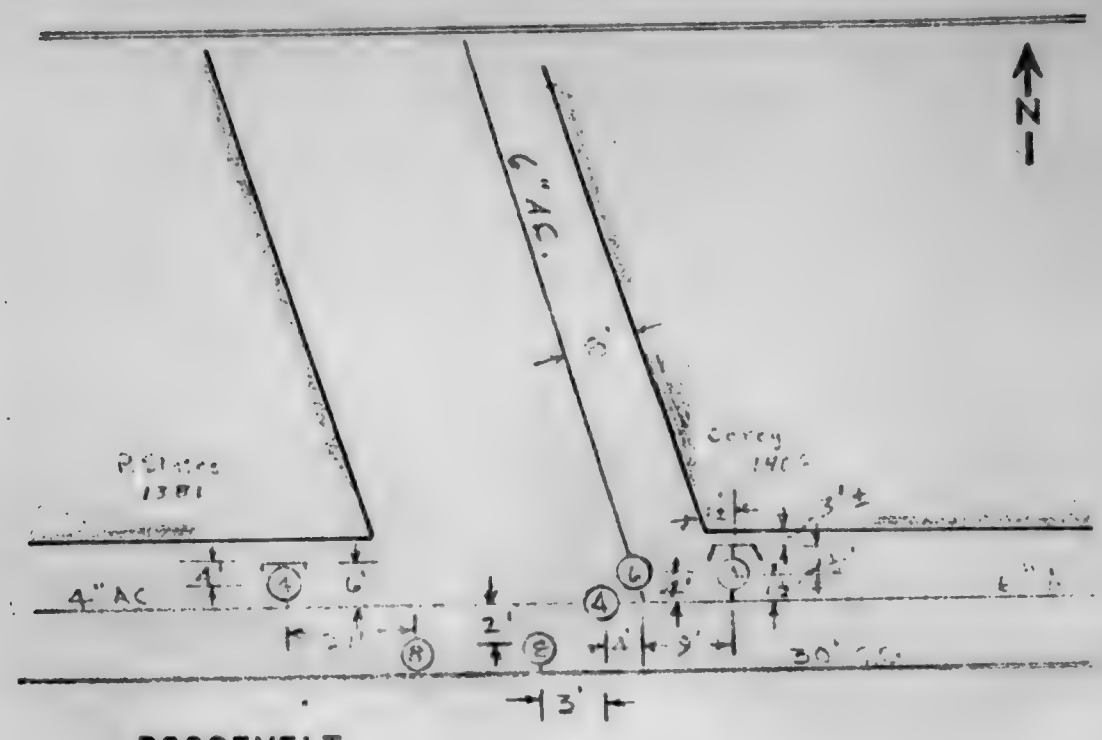
VALVE & HYDRANT RECORD

ROOSEVELT AVENUE AND HIGHWAY 99 N. STREET BLOCK NO.

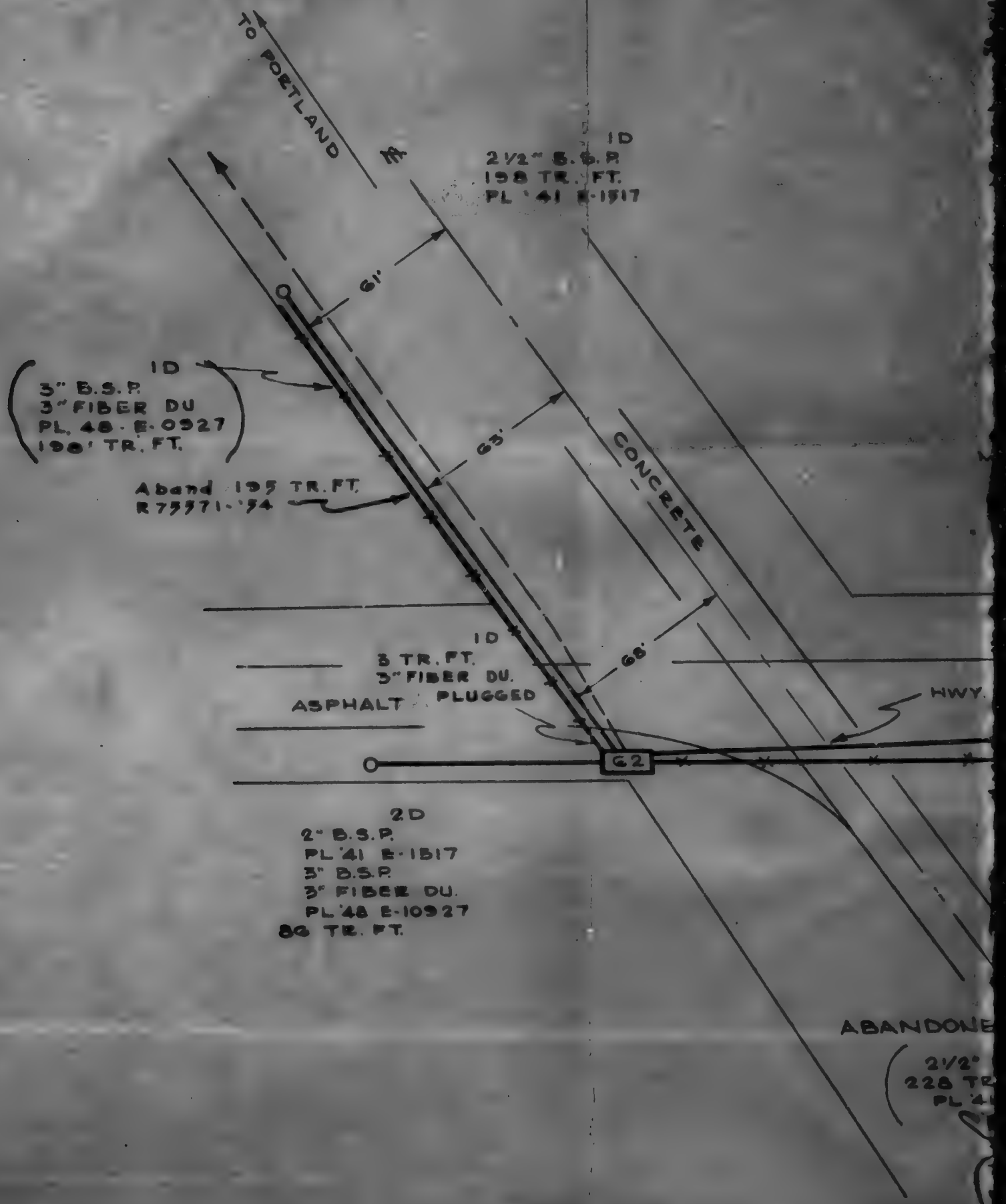
HYDRANT MAKE Corey SIZE 4" STEAMER — 2½" HOSE 2

TEST: DATE ____ G.P.M. ____ STATIC PRESS. ____ RESIDUAL PRESS. ____

DATE INSTALLED ____ HYDRANT NO. W 1391 / F 1400



W.B. 4-13-45


TO PORTLAND
1D
2½" B.S.P.
198 TR. FT.
PL 41 E-1517
61'
1D
3" B.S.P.
3" FIBER DU
PL. 48 - E-0527
198' TR. FT.
Aband 195 TR. FT.
R 75571-54
63'
CONCRETE
1D
3 TR. FT.
3" FIBER DU.
ASPHALT PLUGGED
68'
HWY.
62
2D
2" B.S.P.
PL 41 E-1517
3" B.S.P.
3" FIBER DU.
PL 48 E-10927
80 TR. FT.
ABANDONE
2½"
228 TR
PL 4

2"X10" CREO. PLANK

MINIMUM COVER 30"

2"X10" CREO. PLANK

MINIMUM COVER 30"

PEERLESS PAC. CO.

ROOSEVELT

SEE 180L. SEC. 47

HWY. STA. 516+74

740' W-W

6VCD 372'

ASPHALT

8D 368'

15'

3 1/4" VC

PL '48

4-CORNERS MARKET

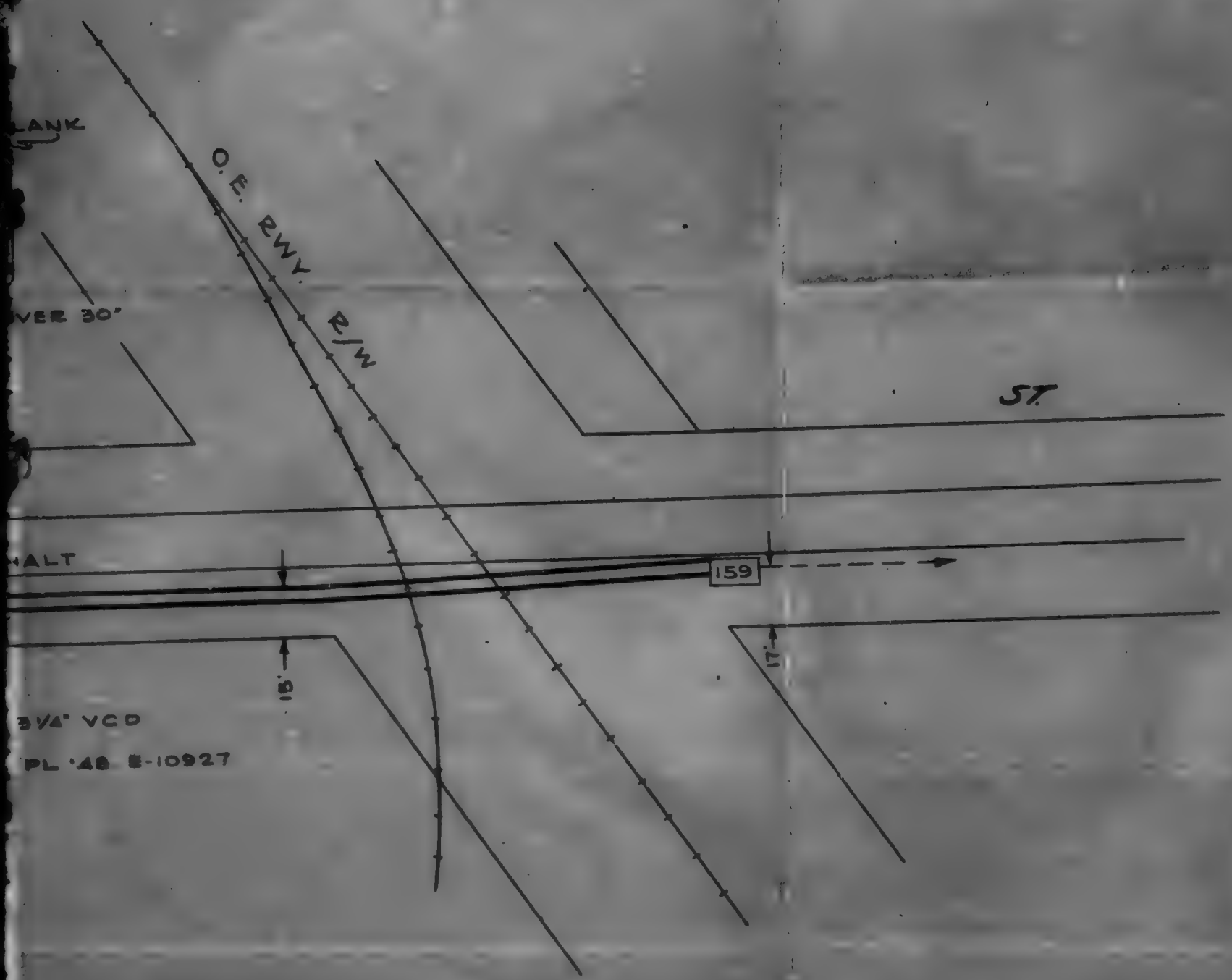
2D
3" FIBER DU
3" I.P.
64 TE FT
PL '48 E-10927

NDONED A-8 #1183
1D
2 1/2" DSP
228 TE FT
PL '41 E-1517

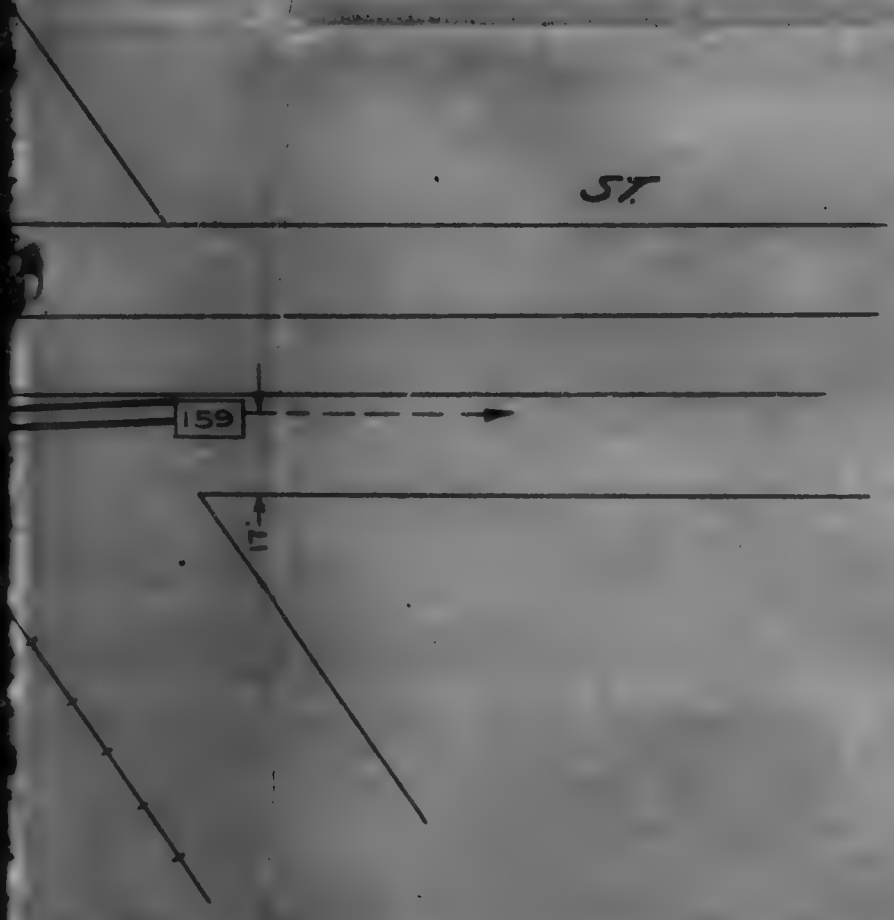
TO EUGENE

PACIFI

ROOSEVELT
BET. O.E. RWY R/W
EUGENE – SPRINGFIE
EUGENE DIS



ROOSEVELT ST.
BET. O.E. RWY R/W & PACIFIC HWY.
EUGENE – SPRINGFIELD EXCH.
EUGENE DIST.



Measurements and depth are only approximate - for exact measurements refer to Repair 343-8201

MINIMUM COVER 30"

MINIMUM COVER

PEERLESS PAC. CO.

SEE MOL. SEK. (47)

ROOSEVELT

HWY. STA. 616+74

GVCD 372'

740' W-W

ASPHA

BD 368'

15'

3 V/1

PL

4-CORNERS MARKET

2D
3" FIBER DU
3" I.P.
64 TR FT
PL 48 S-10827

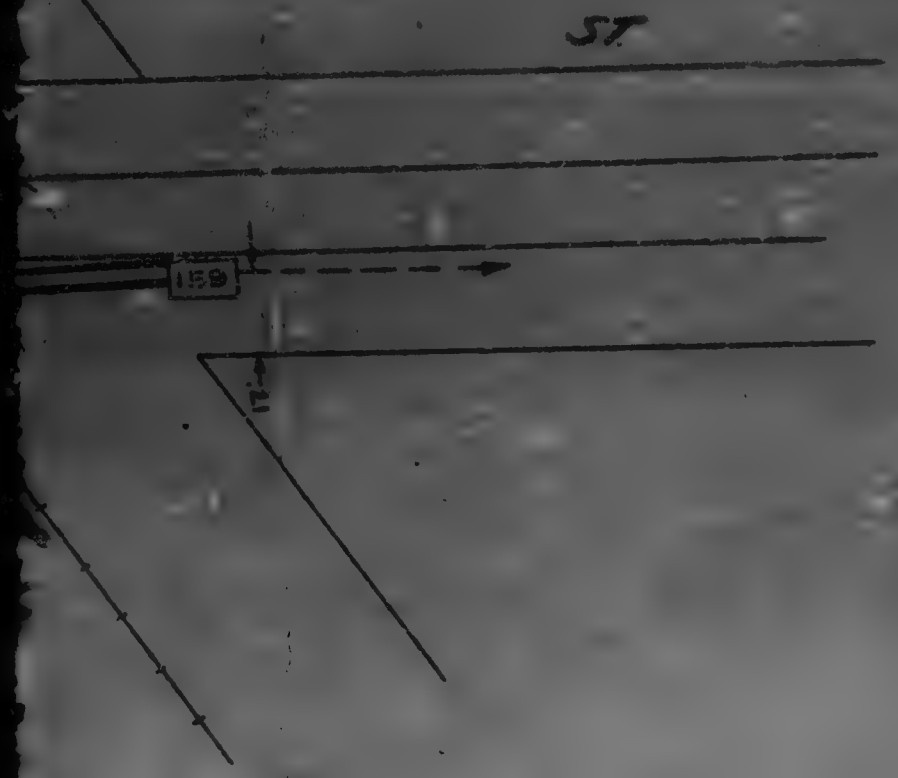
ABANDONED 1D
2½" BSP
228 TR FT
PL 41 S-1517

A-5 1183

PACIFIC HWY.

TO EUGENE

MH NO	INSIDE DIMENSIONS L:W. HDRM	MIN OPENING	SHAPE	RECESS AT DUCTS	VOLUME OF MH CU. FT.	WALL	ROOF	FLOOR	COVER SHAPE	COVER WT	WT. OF FRAME	DRAIN	DATE	PROJECT REFERENCE	NOTES
62	7'6"x36"16	27"	RECT.	3"	157 1/2					230	380	○	48	E-10927	



RECESS AT DUCTS	VOLUME OF MH CU. FT.	WALL	ROOF	FLOOR	COVER SHAPE	COVER WT	WT. OF FRAME	DRAIN	DATE	PROJECT REFERENCE	NOTES
3"	157 1/2					230	380	○	'48	E-10927	

IN EFFECT 11-50 LF			
CORRECTED			
BY	JOB	DATE	LOCATION
FFR	E-10927-48	11-27-50	ALL
LVC	R77971-54	9-9-54	MH-62-41913
JSK	A-8-1185	12-1-59	MH-62

MAPLE ST.

FIGUEROA ST.

ROOSEVELT

MEADOW LANE

CROSS ST.

14 Q

100
14 R

50'

1642 TV
43-58
31-6703-25

17604
30-28

321

17605
35-51

1641 TV
40-

1640 TV
40-
21-5190-10

7183 TV
40-46
31-5168-37.5

TV
7182
40-46

31
31-4299-25

1638 TV
45-44

13819
35-59

13
13-8194-50

9531 TV
40-48

9532 TV
40-48

1637 TV
50-53

31-5040-25

TV 11381
50-51

25199
35-68

15597 TV
30-44

13425
25-49

9551
40-49

9550
45-49

5917
45-44

5918
45-44

TV 5918
45-56

3007
35-53

12-6991-37.5

23-A859-37.5
21-A860-37.5

E 5 R

N. SENECA RD

BLVD.

IOWA ST.

SHERMS MKT.

4BC 4ACSR

12 KV

TV 5853 40-66

3/8

3045 35-50

13-6304-15

1608 35-41

11146 TV 65-51

11145 TV 60-51

1605 40-

31-5693-25

11144 60-51

11143 TV 60-51

32-9429-25

11142 TV 60-51

11141 60-56

1/0 TP

7934 45-54

32-5787-10 21-6034-50

17833 40-60

1319 40-53

23-8528-5

16096 35-52

3517 40-60

18690 40-60

13424 25-

TV 11147 65-52

4/0 TP

3-336 MCM ACSR

15598 35-

91-37.5

TV 11148 65-52

59-37.5 60-37.5

11149 65-52

15593 35-57

1970 30-50

1606 TV 48-68

10648 30-

15594 45-58

19750 45-61

19751 45-61

12-9369-25 23-9359-50

2027 TV 40-48

23-7545-50

7171 TV 40-46

19752 45-61

123

444

1/4
1318
40-60
17683
40-60
SUB "B"
13-3218-5
32-2904-25
2026
40-48
1216
48-47
3/8
1/4
2025
45-51
1/4
132
8309
45-60
21-1994-15
13-2388-15
32-1968-15
21-2339-25
31-2337-25
32-2708-25
5/8
17024
45-67
23-A809-75
31-9071-25
5/16 1/0 QP
5/16
TV4038
45-55
31-5249-25
21-4960-10
11133
55-51
25687
40-69
3/8
11134
65-51
32-2205-25
12KV 444
123
23-6232-15
12-9195-75
TV
11141
60-56
11140TV
60-51
TV11139
60-51
11138TV
60-51
TV11137
70-51
44-110
4/0-110-410
4/0-110-410
5/16
110 MCM
55 KV
12 KV
4/0 TP
10130
35-61
5/16V
17523
35-59
321
18660
40-60
4/0 TP UG
UG-3
1599
45-56
12-6743-5
13-A735-50
3/8
16937
40-56
L-3
22479
35-63
914
60-50
7147
60-50
23-5204-25
12-5778-5
1/4
444
123
1600
40-
16939
40-56
3/8
16936
40-56
7148
45-47
123
16940
40-56
16935
40-56
7149
45-47

PERSHING ST.

LASSEN ST.

FOCH ST.

O.E.R.R.

E 16 Q

2050'

132

80'

50'

321

231

82

2026
40-46

2025
45-51

8309
45-66

21-2339-25
31-2337-25
32-2708-25

25687
40-69

11134
65-51
32-2205-25

21-C870-25
23-D131-75

1209
55-

1208 TV
55-

1203 TV
60-89

5849
40-46
31-4157-15

5850 TV
40-46

18595
30-46

24 KV

2.4 KV

12 KV

346 MCM

15 AMP

17523
35-59

1204
45-38

1205
40-38

21-7282-37.5
1206
40-37

1207
40-62

914
60-50

7147
60-50
23-5204-25
12-5778-5

7148
45-47

7149
45-47

E

82-C844-75
13-C845-75
12-C846-75
3248
70-57

12-5026-5
23-3781-.5
11150
65-52

1/2
444 ACSR
12 KV
3-336 MCM
231

SCHNITZER
STEEL
CO.

CAB

123

11151
65-52

11152
65-52

S. P. R. R

23-2948-37.5
11153
65-52

1/0 AP
444 ACSR
12 KV
123

7178
45-69

12-E747-100
13-E748-100
23-E749-100

11155
45-52

RAYMAC
LBR. CO.

5/16
5/16
19587
45-61

12 KV 444
281
231

CHESHIRE

SENECA RD.

COOS BAY BRANCH

E.W.E.B.
POLE
YARD

40-46
13-7805-37.5

12414
30-48

6060
30-62

8824
40-48
13-8807-25

TVT 173
45-60

9108
45-67
32-6450-10
12-A 53-10

9685
30-68

9109
40-48

9110
40-48

32-3062-50
21-3061-50
13-3060-50

23-3460-10
12-4452-5

19753
45-61

19754
45-61

19755
45-61

19756
45-61
12-B461-25
23-B505-80

11150
65-52

11151
65-52

11152
65-52

16026
50-58

11153
65-52

16880
35-57

17688
45-58

11155
45-52

11154
65-52

9833
50-50

12596
45-63

23-8704-25
31-D 326-100
21-D 327-100
32-D 328-100

13-1988-100
32-1989-100
21-1990-100

13-1319-100
32-1320-100
21-1321-100

E 15 P

PACIFIC HIGHWAY U.S. 99

ZELLNER

16941
40-56

16934
40-56

16942
40-56

16933
40-56

16943
40-56

7150
45-47

7151
45-51

3/8

3/8

3/8

13-4714-3

E-5116

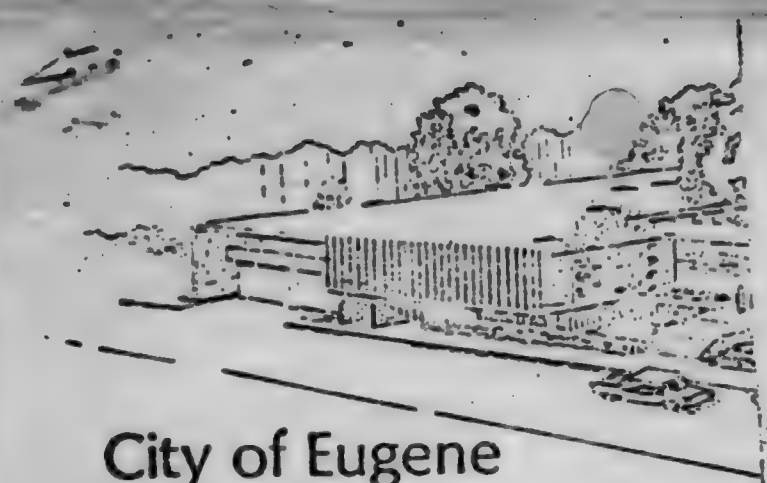
61-28
05-80

715
45

16932
40-56

1694
40-5

13-4714-3
7150
45-47
3/8
7151
45-51
3/8
3/8
16933
40-56
7152
45-47
16943
40-56
16932
40-56
12 K.V.
7153
45-47
350 MCM
23-1363-2.5
7154
50-47
16944
40-56
16931
40-56
12 K.V.
123
30AMP
7155
50-47
16945
40-56
16930
40-56
7156
45-47
16946
40-56
16929
40-56
7157
45-68
3/8
17759
35-66
5854
50-62
2-4/0 TP
21-B 449-10
13-B 480-10
32-A 691-50
5/16
19035
40-
21551
40-62
L-3
L-3
21550
40-65
3/8
16098
45-
22443
45-63
13-4490-167
32-4491-167
12-4492-167
6-345
16097
45-63
City DIST. #52
N= 882,986.81
E= 1,308,379.36
REVISED
10-17-67
EWEB
SCALE: 1" = 100'
DATE: 8-4-53
DRAWN BY: A. H. W.
E 15 Q
BK. 2



City of Eugene

October 8, 1969

NOTED
H. S. COX

Mr. Tom Edwards
Assistant Highway Engineer
State Highway Building
Salem, Oregon

Date 10-13-69
ASSIGNED TO UNREIN By FBK No. 362
Letter From Dr. W. ALLEN Eugene dtd 10-8-69
Has Been Acknowledged By
RE: $225,000 worth of TOPICS projects
RECEIVED OCT 13 1969 CITY MANAGER'S OFFICE
Investigate and report findings
Such action as necessary and report to COUNTY & CITY DIVISION
Return with rough draft of reply for signature
Prepare reply for signature
Contact correspondent and report
REMARKS: take appropriate action. Re: Xtra copies WHITE
PLEASE RETURN TO F. B. KLABO
Xtra TOPICS EUGENE
Completed
Returned

Dear Mr. Edwards:

Previous correspondence from your department gave preliminary approval of our TOPICS System. We have budgeted approximately $46,000 this fiscal year for signal construction. These funds could be used as matching funds to meet the capability of $225,000 worth of TOPICS projects. The following projects are ones we would recommend pursuing this fiscal year:

Project Number One - Eleventh and Polk

Recommendations:

1. Remove existing "Lantern" type span wire signal and non-expansible controller.
2. Install a three-dial controller and mast arm underground signal.

Project Number Two - Eleventh and Chambers

Recommendation: Same as project Number One.

Project Number Three - Highway 99 and Prairie Road

Recommendations:

1. Install a semi-actuated or fully actuated signal with mast arm and underground construction.
2. Provide for railroad pre-emption and railroad crossing protection.

Project Number Four - Franklin Boulevard

Recommendations:

1. Convert system to a three-phase semi-actuated. This would provide for protected left turn movements at each intersection on a separate green arrow and separate side street movements.

Noted
Oscar H. Norberg

Fed. funds = $135,819 / 60% = $226,000 Total Work Approx. x 20% MATCH %

NOTED
RICHARD UNREIN

NOTED
F. B. Klabo/Engineer

SEE NEXT Sheet.

NOTED
DON HARWELL

2. Provide for an outbound preferential in the p.m. and investigate the desirability of an a.m. preferential.

3. Install new interconnect wiring to provide flexibility outlined in numbers 1 and 2.

4. Install a new master controller and traffic metering locations.

5. Reconstruct each intersection or provide for mast arm underground signalization and eliminate span wire.

Project Number Five - 6th and 7th Avenues

Recommendations:

1. Install a new interconnect system on 6th and 7th to provide capability for an outbound preferential for p.m. and study feasibility of an inbound preferential.

2. Replace controllers as necessary in order to provide a three-dial system.

3. Upgrade all signal heads as required in order to conform to National and/or State standards.

4. Upgrade strain poles as necessary due to added signal weight.

5. Install internal illuminated lane direction and/or one-way signing.

6. Install a new master controller at 7th and Willamette which would provide for the flexible system on 6th and 7th while the same time operating the rest of our signal system.

Project Number Six - Highway 99 and Roosevelt

Recommendations:

1. Replace the controller with a three-phase semi-actuated or full-actuated controller with overlap features for through traffic and left turns.

2. Do some street work on Roosevelt on both sides in order to increase capacity and more clearly delineate the intersection.

We recognize that in order to conform to the TOPICS requirements a certain amount of data and reports must be gathered. We are prepared to undertake this work if after review the division feels that these projects are acceptable. Projects listed are

explained in general terms only and I would encourage discussion with my staff and yours regarding the actual details. It is hoped that the State can participate in these TOPICS projects and that some decisions can be made shortly in order that construction can begin during this fiscal year.

Very truly yours,

Donald P. Allen

Donald P. Allen, Director
Department of Public Works

DPA:jh

cc: Division of Highways, Roseburg

RECEIVED
OCT 10 1969
OFFICE OF
STATE HIGHWAY ENGINEER

Eugene Lane Co.

NOTED
H. S. COX

Fred V. Hill, Pendleton
Theddeus Bruno, Portland

August 2, 1968

Mr. Donald P. Allen
Director of Public Works
City of Eugene
P. O. Box 3177
Eugene, Oregon 97401

Prairie Road-Maxwell Road Section
Highway 1W Connection

Dear Mr. Allen:

Enclosed please find letter of direction from Mr. D. J. Barbee concerning the Prairie Road-Maxwell Road problem posed by your letter of July 24.

This office has been advised that the Highway Department will be most happy to cooperate in this endeavor once a precise program is initiated.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. H. Cox
County and City Engineer

NOTED
HAROLD
REYNOLDSON

RHC:mm
Encl.

cc: D. J. Barbee
F. B. Crandall

NOTED
P. B. Arensmeier

NOTED
RICHARD UNREIN

NOTED
MAINOR C. HOLMES

NOTED
R. H. PRANGE

NOTED
DON HARWELL

Eugene
Hwy 1-W Connection
@ Prairie Rd or
Maxwell Rd

FORM E-30 (12-67)

RECEIVED
JUL 30 1968
ENGINEER
COUNTY & CITY DIVISION

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 29, 1968

NOTED
H. S. COX

SUBJECT: Prairie Road-Maxwell Road Section
Pacific Highway West
Lane County

To:

Mr. H.S. Cox
County and City Engineer
Building

Re your letter of July 25, in the past our Traffic Division has been in contact with the city of Eugene with regard to a traffic signal at Prairie Road. The City was told that the Highway Department would go 50-50 on such a signal. The Traffic Division has also studied the possible move to Maxwell Road and has no objections to this so long as Prairie Road is closed. The deal on the 50-50 signal would also be applicable to Maxwell Road.

We can see no difference, from the Highway Department's view, in any location for the connection at any point between Maxwell Road and Prairie Road. The existing highway is four-laned with a 16-foot median throughout the area, and would only require revision to the median striping to move the channelization to any new location.

We repeat, the Highway Department is willing to pay fifty percent of a highway traffic signal at any location between Maxwell Road and Prairie Road; however, any other expense due to road construction, highway striping revision, or railroad intertie with the signals is to be borne by others.

D
)
ON

F.D. Morgan
Construction Engineer

By D.J. Barbee

D.J. Barbee
Assistant Construction Engineer

NOTED
HAROLD
REYNOLDSON

Attach
DNS:jp
cc: F.B. Crandall

NOTED
RICHARD UNREIN

NOTED
[illegible]

NOTED
P. B. Arensmeier

NOTED
R. H. PRANGE

NOTED
DON HARWELL

Cons. Office
SV-108

Salem, Oregon 97310
March 20, 1968

Morgan
Decker
Bond
Barbee
Swan

City of
RECEIVED
JUL 29 1968
CONSTRUCTION
DIVISION

Penso
Morelock
Trout
Urbsat
Wills
Litchfield
Olson

Maxwell Road Railroad Crossing
City of Eugene

Jack Sollis
Utilities & Railroad Attorney
B U I L D I N G

We have not conducted any study on the proposed grade crossing of Maxwell Road with the Oregon Electric Railway. We do know the City's plans and they have kept us advised on their actions on this matter.

In the past, we have told the City of Eugene that we would cooperate with them on a 50-50 traffic signal installation at the intersection of US99W and Prairie Road. If the Maxwell Road extension is constructed, the Prairie Road intersection will be eliminated. Because of this, the State would be agreeable to shifting the proposed signal from the Prairie Road intersection down to the new proposed Maxwell Road intersection on the same basis that it would be a cooperative project with costs equally shared with the City and the State.

The Highway Department has no interest in the new crossing other than the fact that it may be necessary to interconnect the traffic signal at the new Maxwell Road intersection with any grade crossing signals that might be installed at the railroad crossing. The Highway Department would have no responsibility in the cost of the grade crossing signal system, or its interconnect to the traffic signals.

L. E. George
Assistant Traffic Engineer

LEG:mk

cc: Tom Edwards

P.S. The design of the new intersection formed by the extension of Maxwell Road and US99W should be subject to approval by the Highway Department.

NOTED
TRAFFIC CONTROL ENGR.

NOTED
R. L. SCHROEDER

Bud

NOTED
BRUCE TAYLOR

Fred W. Hill, Pendleton
Theodore Ermmo, Portland

July 25, 1968

Mr. Donald P. Allen
Director of Public Works
City of Eugene
P. O. Box 3177
Eugene, Oregon 97403

Hwy. No. 1W Connection,
Prairie Road and Maxwell Road
City of Eugene

Dear Mr. Allen:

This letter is to advise you that your letter seeking assistance in regard to the Prairie Road and Maxwell Road Connection problem has been referred to our Construction Division for study and action.

In due course you will be advised as to the department's recommendation. In the meantime, if this division can be of assistance to you, please feel free to inform us.

Very truly yours,

H. E. Cox
County and City Engineer

HEC:mm

cc: Mr. F. D. Morgan,
Construction Engineer

NOTED
P. B. Arensmeier

NOTED
RICHARD UNREIN

NOTED
MAINOR C. HOLMES

NOTED
DON HARWELL

Eugene
Maxwell Rd/Prairie Road
at Hwy 99.

RECEIVED
JUL 25 1968
ENGINEER
COUNTY & CITY DIVISION

CITY OF EUGENE

DEPARTMENT OF PUBLIC WORKS
EUGENE, OREGON 97401

July 24, 1968

Oregon State Highway Department
City - County Relations Division
Salem, Oregon

Gentlemen:

On July 22nd a hearing was held before the Public Utility Commission regarding the City's application to relocate the existing Oregon Electric Railroad crossing No. 3E-138.3 on Prairie Road. The City's proposal was to vacate the existing Prairie Road between Maxwell Road and Highway 99, and to open Maxwell Road between Prairie Road and Highway 99. This would have shifted the railroad crossing about 440 feet north of the existing location.

Oregon Electric Railroad indicated in "off the record" discussions prior to the hearing, that they opposed the relocation because they think the crossing should have a grade separation and because it reduces the length of the area which they have available for switching north of Prairie Road. They indicated that they plan to eventually have six spur tracks in this area.

They feel that before the intersection is relocated, further study should be made to determine the warrant for a grade separation, and to insure that the interim plan does not jeopardize the possibility of a future grade separation.

Because of this opposition, the City requested that the hearing be extended until further investigation could be made to determine what measures could be taken on the existing Praire Road to improve the intersection with Highway 99 and to install the necessary railroad and intersection signalization. The railroad indicated that they would not oppose the improvement of this crossing and would be willing to dedicate additional road right-of-way in order to improve the angle of intersection with Highway 99.

We realize that the Highway Department has been concerned with this intersection and has studied the need for traffic signals.

We would appreciate assistance in evaluating the relative advantages and disadvantages of the existing Prairie Road connection, and the proposed Maxwell Road connection. We would also like assistance in designing the proper channelization and signalization for the Highway 99 intersection.

Please let us know if this assistance is available, and if so, how we can work with you on the solution to these problems.

Very truly yours,

Donald P. Allen
Director, Public Works

/da

Order #44932

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

SXF 442

In the matter of the Application of the City of Eugene for authority to relocate and reconstruct Crossing No. 3E-138.3 at grade with the tracks and right of way of Oregon Electric Railway Company at or near Eugene in Lane County in Section 15, Township 17 South, Range 4 West, W. M.	ORDER

On July 18, 1968, Southern Pacific Company filed a petition for Leave To Intervene As An Interested Person in the above-captioned matter. Petitioner filed therewith a statement of position.

Upon consideration of the petition and statement of position, and the other pleadings on file, it is concluded that the petition should be allowed. It is therefore

ORDERED that Southern Pacific Company be allowed to intervene in the above-captioned proceedings as an interested person and proceed as may be proper in the premises.

Made, entered and effective JULY 18 1968.

PUBLIC UTILITY COMMISSIONER OF OREGON

Sam R. Haley
Public Utility Commissioner

FORM E-123

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
FRED W. HILL, MEMBER
PENDLETON
THADDEUS B. BRUNO, MEMBER
PORTLAND

RECEIVED
JUL 22 1968
FILE

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

July 19, 1968

Mr. Charles Leierer, Director
Examiners Division
Public Utility Commission
Public Service Building
Salem, Oregon 97310

Re: SXF 442 • PUX 682

Dear Mr. Leierer:

Today I discussed the matter of who would pay for all costs involved in the construction of the acceleration and deceleration lanes as set forth in Paragraph 2 of our Answer, with Mr. Doug Combs of the Eugene City Attorney's office. It was agreed that the City would pay all of these costs regardless of whether the City, the State or a private contractor did the work and that if the State Highway Department did not do the work, all plans would be subject to approval by the State Highway Department.

As regards the cost of signalization, the sharing of this particular item will be worked out by mutual agreement between the City and the State Highway Department.

Very truly yours,

G. E. ROHDE
Chief Counsel

By

JACK L. SOLLIS
Staff Attorney

NOTED
R. L. PORTER

JLS:lf

cc: City of Eugene
Oregon Electric Railway
R. L. Porter
F. D. Morgan
C. T. Keasey
T. W. Litchfield

RECEIVED
JUL 22 1968
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 18 1968
FOR FILING

NOTED:
R. L. PORTER
RECEIVED
JUN 13 1968

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

SXF 442

6-12-68

In the matter of the Application of the CITY OF EUGENE for authority to relocate and reconstruct Crossing #3E-138.3 at grade with the tracks and right-of-way of Oregon Electric Railway Company at or near Eugene in Lane County in Section 15, Township 17 South, Range 4 West, W. M.

NOTICE OF REASSIGNMENT OF HEARING

NOTICE HEREBY IS GIVEN that hearing in the above-entitled matter, currently scheduled for Thursday, June 27, 1968, and Friday, June 28, 1968, at Eugene, Oregon, is reassigned to be held as follows:

On: Monday, July 22, 1968
and
Tuesday, July 23, 1968

At: 10:00 a.m.

At: Hearing Room
Main Floor - Harris Hall
Lane County Courthouse
Eugene, Oregon

Dated this 12th day of June, 1968.

SAM R. HALEY

Public Utility Commissioner

CEL:gr

DEPARTMENT OF JUSTICE

R. L. Potter ps

FORM E-125
RECEIVED
MAY 6 1968
COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
PENDLETON

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

May 6, 1968

Mr. Sam R. Haley
Public Utility Commissioner
Public Service Building
Salem, Oregon 97310

Re: SXF 442 - PUX 682
Application of City
of Eugene to Relocate
and Reconstruct
Crossing No. 3E-138.3

Dear Sir:

In reviewing the reply of the City of Eugene, the State Highway Department has no objection insofar as its concerned to an entry of an order in conformity with the pleadings with the understanding that the work to be done in paragraph two of the reply of the City of Eugene will be fully paid for by the City of Eugene.

Very truly yours,

G. E. ROHDE
Chief Counsel

By Jack L. Sollis
JACK L. SOLLIS
Staff Attorney

JLS:lf

RECEIVED
MAY 7 1968
OFFICE OF
STATE HIGHWAY ENGINEER

JLS:lf
3-26-68

PUX 682

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

In the matter of the Application of the City of Eugene for authority to relocate and reconstruct Crossing #3E-138.3 at grade with the tracks and right of way of Oregon Electric Railway Company at or near Eugene in Lane County in Section 15, Township 17 South, Range 4 West, W.M.	SXF 442 ANSWER OF OREGON STATE HIGHWAY COMMISSION

Comes now the State of Oregon by and through its State Highway Commission and for Answer to the Application herein admits, denies and alleges as follows:

I

Admits Paragraphs 1, 2, 3, 4, 5, 6, 10, 11 & 12.

II

For lack of information upon which to form a belief denies paragraphs 7, 8, 9 & 13.

For a further affirmative Answer to said Application, the State of Oregon by and through its State Highway Commission alleges as follows:

I

That the State Highway Commission not be required to participate in any of the cost of signalization of the proposed crossing or Highway 99W State Primary No. 1W, where the proposed crossing will intersect it except as shall be agreed to by the State Highway Commission and the Applicant.

II

That Applicant be required to construct 20:1 decelleration taper for traffic making a right turn into Maxwell Road and revise striping to provide a left turn refuge for traffic making a left turn into said road.

JLS:lf
3-26-68

III

That all plans for signalization and other work to be done on Highway 99W be subject to approval of the State Highway Commission before said work is commenced.

WHEREFORE, Respondent prays for an entry of an Order in accordance with said Application and Answer and for such other further Order or Orders as may be just and proper in the premises.

Dated at Salem, Oregon, this 28th day of March, 1968.

STATE OF OREGON, by and through
its State Highway Commission

G. E. ROHDE
Assistant Attorney General & Chief
Counsel for State Highway Commission

By_____
JACK L. SOLLIS
Utilities & Railroad Attorney

STATE OF OREGON)
) ss
County of Marion)

I, R. L. Porter, being first duly sworn, say that I am Deputy State Highway Engineer for the Oregon State Highway Commission and that the foregoing Answer is true as I verily believe.

R. L. PORTER

Subscribed and sworn to before me this 28th day of March, 1968.

JACK L. SOLLIS
Notary Public for Oregon
My Commission expires December 19, 1968

JLS:lf
3-26-68

I certify that the above is a true and correct copy of the foregoing Answer and the whole thereof.

Jack L. Sollis

JACK L. SOLLIS
Utilities & Railroad Attorney

A true copy of this Answer has been served by mail on Applicant City of Eugene by mailing a true copy thereof to Herman P. Hendershott, Attorney for said City and Richard A. Franzke, Attorney for Oregon Electric Railway Company, on March 29, 1968.

22-3253 Upper Soda Sand Shed, on the Santiam Hwy., E. of Sweet Home. 1970

#7460

RECEIVED
DEC 8 - 1970

FOR FILING

22-3253
7460

December 7, 1970

United Pacific Insurance Company
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

On December 4, 1970, we wrote to you concerning release of final payment on Contract No. 7460 awarded to E. E. Steinlicht for building the Upper Soda Road Skad on the Santiam Highway in Linn County.

Final payment on this contract is $1,087.05 and the total contract amount is $21,741. No work was performed under force account.

Very truly yours,

Floyd Oxley, Secretary
OREGON STATE HIGHWAY COMMISSION

Enc

cc E. E. Steinlicht
P. O. Box 1070
Bend, Oregon 97701

Frank Morgan
Ivan Merchant
V. E. Skoog
Attn: John Herr
R. D. Ashcroft

RECEIVED
DEC 4 - 1970
FOR FILING

22-3253
7460

December 2, 1970

Oregon State Highway Commission

Gentlemen:

Work was completed October 30, 1970 on Contract No. 7460. The contract was with E. E. Steinlicht and was for a sand storage shed on the Upper Soda Sand Shed Section of the Santiam Highway in Linn County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective December 2, 1970 and that you concur in this procedure at the Commission meeting on January 5, 1971.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Floyd Query
Tom Edwards
A. E. Johnson
Victor D. Wolfe
F. D. Morgan
I. D. Merchant
V. E. Skoog
L. H. Young
R. D. Asburry

VG:fw

FORENMF
SEP 16 1970

22-3253
7460

September 16, 1970

Mr. E. E. Steinlicht
P. O. Box 1070
Bend, Oregon 97701

Dear Mr. Steinlicht:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7460 for the Upper Soda Sand Shed on the Santiam Highway in Linn County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cr
Enclosure

cc United Pacific Ins. Co.
415 S. W. 10th Ave.
Portland, Oregon 97205

United Pacific Ins. Co.
P. O. Box 1216
Tacoma, Washington 98401

Frank Morgan
Ivan Merchant
R. D. Asburry
Walter Sandquist

RECEIVED
SEP 8 - 1970
FOR FILING

22-3253
7460

September 3, 1970

Mr. E. E. Steinlicht
P. O. Box 1070
Bend, Oregon 97701

Dear Mr. Steinlicht:

Enclosed are three copies of Contract No. 7460 for $21,741 awarded to you by the State Highway Commission on August 18, 1970. This contract is for construction of the Upper Soda Sand Shed on the Santiam Highway in Linn County.

Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin September 16, 1970.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cr
Enclosures

bc: F. D. Morgan
I. D. Merchant
R. D. Asburry
Walter Sandquist

RECEIVED
AUG 24 1970
FOR FILING

22-3253

7460

August 29, 1970

Mr. E. E. Steinlicht
P. O. Box 1070
Bend, Oregon 97701

Dear Mr. Steinlicht:

The State Highway Commission on August 18, 1970, awarded to you State Highway Contract No. 7460 in the amount of $21,741 for the Upper Soda Sand Shed in Linn County.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Floyd Quary, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Assistant Secretary

fkm
cc Frank Morgan
I. D. Merchant
R. D. Asberry
Walter Sandquist
Wm. Gaibel (SAIF)

22-3417 Santiam Jct. Maintenance Sta. at junction of N. Santiam and Santiam Hwys., E. of Salem 1970

#7461

RECEIVED
MAR 26 1971

FOR FILING
22-3417
7461

March 25, 1971

United Pacific Insurance Company
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

On March 25, 1971, we wrote to you concerning release of final payment on Contract No. 7461 awarded to E. E. Steinlicht for building the Santiam Junction Maintenance Station on the Santiam Highway in Linn County.

Final payment on this contract is $2,716.85 and the total contract amount is $54,743. No work was performed under force account.

Very truly yours,

Floyd Avery, Secretary
OREGON STATE HIGHWAY COMMISSION

fbm

cc E. E. Steinlicht
P. O. Box 1070
Bend, Oregon 97701

Frank Morgan
Ivan Merchant
V. E. Skoog
Attn: John Herr
R. D. Ashurry

RECEIVED
MAR 24 1971
FOR FILING

22-3417
7461

March 24, 1971

Oregon State Highway Commission

Gentlemen:

Work was completed December 11, 1970 on Contract No. 7461. The contract was with E. E. Steinlicht and was for a maintenance building on the Santiam Junction Maintenance Station Section of the Santiam Highway in Linn County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective March 24, 1971 and that you concur in this procedure at the Commission meeting on March 30, 1971.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Floyd Query
Tom Edwards
A. E. Johnson
Victor D. Wolfe
F. D. Morgan
I. D. Merchant
V. E. Skoog
L. H. Young
R. D. Asburry

VG:fw

22-3417
7461

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: North Portland Maintenance Station		WEEK ENDING: March 20, 1971
		SECTION PREFIX: 26-3417
HIGHWAY: - - - - - -		COUNTY: Multnomah
NAME OF JOB: North Portland Maintenance Sta.	KIND OF WORK: Storage Garage Building	
CONTRACTOR: Schubert Co., Inc.	CONTRACT NUMBER: 7461	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: August 18, 1970	DATE WORK STARTED: September 16, 1970	ESTIMATED COMPLETION DATE: April 30, 1971
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS: 120	CALENDAR DAYS USED: 120
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 100%
PROJECT AUTHORIZATION: $120,283.49		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 99%
EXCLUSIVE OF ENGINEERING: $110,704.16	ENGINEERING AUTHORIZATION: $9,534.33	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 99%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $110,704.16	ENGINEERING COST TO DATE: $7,560.00	DATE PROJECT WAS COMPLETED:
ESTIMATED PERCENT: OVERRUN / UNDERRUN: 0 %	PERCENT OF AUTHORIZATION: 89 %	

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					-
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					-
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	Building							
PERCENT	99%							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 3-14	Showers	0		
MONDAY 3-15	Showers, Fair	0		
TUESDAY 3-16	Fair, Cool	0		
WEDNESDAY 3-17	Fair, Warm	0		
THURSDAY 3-18	Fair, Windy, Warm	0		
FRIDAY 3-19	Fair, Warm	0		
SATURDAY 3-20		0		

BEN GIFFORD

Roofing

RECEIVED
MAR 22 1971
CONSTRUCTION DIVISION

RECEIVED
MAR 23 1971
CONSTRUCTION DIVISION

Decker ... Smith
Bond ... Dist. Clerk
Walker ... Litchfield
Boehme ... Gallagher
Johnsen ... Smith

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY 3-14	No activity all week
MONDAY 3-15	
TUESDAY 3-16	
WEDNESDAY 3-17	
THURSDAY 3-18	
FRIDAY 3-19	
SATURDAY 3-20	

REMARKS

All interior work complete except for minor corrective work.
Exterior painting postponed until later in Spring.

Building being used by maintenance forces.

SIGNED E T Rodriguez LOCATION Alsea

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP*F216

RECEIVED
SEP 16 1970

22-3417
7461

September 16, 1970

Mr. E. E. Steinlicht
P. O. Box 1070
Bend, Oregon 97701

Dear Mr. Steinlicht:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7461 for the Santiam Junction Maintenance Station on the Santiam Highway in Linn County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

or
Enclosure

cc United Pacific Ins. Co.
415 S. W. 10th Ave.
Portland, Oregon 97205

United Pacific Ins. Co.
P. O. Box 1216
Tacoma, Washington 98401

Frank Morgan
Ivan Merchant
R. W. Bothman
R. D. Asburry
Walter Sandquist

RECEIVED
SEP 2 * 1970
FOR FILING

22-3417
7461

September 2, 1970

Mr. E. E. Steinlicht
P. O. Box 1070
Bend, Oregon 97701

Dear Mr. Steinlicht:

Enclosed are three copies of Contract No. 7461 for $54,337 awarded to you by the State Highway Commission on August 18, 1970. This contract is for construction of the Santiam Junction Maintenance Station on the Santiam Highway in Linn County.

Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin September 15, 1970.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cr
Enclosures

bc: F. D. Morgan
I. D. Merchant
R. M. Bothman
R. D. Asburry
Walter Sandquist

RECEIVED
AUG 24 1970
FOR FILING

22-3417
7461

August 19, 1970

Mr. E. H. Steinlicht
P. O. Box 1970
Bend, Oregon 97701

Dear Mr. Steinlicht:

The State Highway Commission on August 18, 1970, awarded to you State Highway Contract No. 7461 in the amount of $54,337 for the Santiam Junction Maintenance Station in Linn County.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Floyd Quaty, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. V. Mead, Assistant Secretary

fm
cc Frank Morgan
Ivan Merchant
R. N. Bothman
R. D. Asburry
Walter Sandquist
Wm. Geibel (SAIF)

I-5-4(68) Talbot Rd.-N. Albany Interch. 1970
235 Sec., N. of Albany (Roadside
#7462 improvement)

RECEIVED
JUN 1 1972

STATE COPY

cc: OSHD (A E Johnson)
Region
Wash DC
Area Engr Riedl

FINAL ACCEPTANCE REPORT
(PPM 20-6.1)

6-13 72

U. S. DEPARTMENT OF TRANSPORTATION
Federal Highway Administration
Bureau of Public Roads

cst

REGION NO.	REPORT NO.	COUNTY	DIVISION
F462 10	5	Marion & Linn	Oregon
DATE OF REPORT	**REPORT MADE BY**		**PROJECT NO.**
June 13, 1972	C. Jencks, Highway Engineer Trainee		I-5-4(68)235
COMPLETION DATE	**ACCEPTANCE DATE BY CONTRACT AGENCY**	**TIME ELAPSED**	**CONTRACT TIME**
2/18/72	5/5/72	123 %	100%
APPROVED EXTENSIONS	**LOCATION**		
None	Talbot Rd.-N. Albany Sect. of I-5, north of Albany.		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report. Compliance reviews made indicate that all applicable contract requirements relative to wage rates, payroll submissions, and labor provisions have been met.

There is compliance with section 1.23 of the Regulations pertaining to encroachment on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

cc Construction
Young
6-6-72

TALBOT ROAD-NORTH ALBANY INTERCHANGE SECTION
PACIFIC HIGHWAY
Roadside Improvement

The contract work included landscaping the roadside of the above mentioned project.

The original contract cost was $69,285.00 and the final amount is approximately $62,000, thus resulting in an underrun of 10%.

The contractor overran the contract time by 29 days. Liquidated damages at $75.00 per day have been assessed for a total of $2,175.00.

COPY SENT
JUN 30 1972
REGIONAL OFFICE

NOTED
A. E. JOHNSON

RECEIVED
JUL 3 1972
OFFICE OF
STATE HIGHWAY ENGINEER

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY BUREAU OF PUBLIC ROADS	
SIGNATURE: Original signed by P. V. RIEDL		SIGNATURE: Original Signed By G. L. GREEN	
P. V. Riedl		Glen L. Green Acting Division Engineer	
TITLE: Area Engineer	DATE: 6/30/72	TITLE: Acting Division Engineer	DATE: 6/30/72

Form PR 33-E (Rev. 7-70)

EXISTING STOCKS OF FORM PR 33-E (Rev. 3-68) WILL BE USED.

RECEIVED
MAY 19 1972
FOR FILING

7462

May 17, 1972

St. Paul Fire and Marine Ins. Co.
Portland Office
1500 N. E. Irving Street
Portland, Oregon 97232

Gentlemen:

On May 10, 1972, we wrote to you concerning release of final payment on Contract No. 7462 awarded to Wayne O. Harris and Associates for roadside improvement on the Talbot Road-North Albany Interchange Section of the Pacific Highway in Marion and Linn Counties.

Final payment on this contract is $300 and the total contract amount is $65,973.53 including $103.49 for work performed under force account.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fhm

cc Wayne O. Harris and Associates
706 S.E. 3rd
Pendleton, Oregon 97801

C. T. Kessey
Walt Hart
V. E. Skoog
Attn: John Marr
J. R. Boyd

RECEIVED
MAY 11 1972
FOR FILING

7462

May 9, 1972

TO Oregon State Highway Commission

FROM Tom Edwards
State Highway Engineer

SUBJECT Highway Project Acceptance

Contract No. 7462, Work Completed February 18, 1971

Project Talbot Road-North Albany Interchange

Highway Pacific Counties Marion and Linn

Type of Work Roadside Improvement

Contractor Wayne O. Harris & Associates

Recommended Acceptance Date May 5, 1972

The contractor has completed all work according to specifications and I recommend your acceptance of the project. I will assume this matter has your approval, unless advised to the contrary.

This item will be on the agenda at the Commission meeting on May 16, 1972 for your formal concurrence.

VG:dg

bc Floyd Query
F. B. Klaboe
A. E. Johnsen
L. H. Young
C. T. Keasey
W. J. Hart

RECEIVED
MAR 21 1972
FOR FILING

STATE COPY

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

March 16, 1972

7462

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration

NOTED
A. E. JOHNSON
3-24-72

George M. Baldwin
Administrator of Highways
By
L. H. Young
Programing Engineer

Federal-aid Project
No. I-5-4(68)235

Request for contract work acceptance

The replacement planting work under Contract No. 7462, Talbot Road-North Albany Interchange Section of the Pacific Highway in Marion and Linn Counties was completed March 10, 1972.

We request that your office return a signed copy of this letter indicating acceptance or listing below any items or conditions which would prevent your final acceptance of the contract work.

Federal Highway Administration
Oregon Division Office Endorsement

Date March 6, 1972

Conditions noted on above date: ~~Acceptance Recommended~~ NONE

R. E. Simpson
Division Engineer

RECEIVED
MAR 27 1972
OFFICE OF
STATE HIGHWAY ENGINEER

3-28-72

RECEIVED
MAR 21 1972
FOR FILING
7462

Salem, Oregon
March 16, 1972

J. B. Boyd
Region Engineer

Requirements for final contract payment

Contract No. 7462

Attention: J. Canfield

The Resident Engineer has submitted the Third Notification to this office on Contract No. 7462, Talbot Road-North Albany Interchange Section of the Pacific Highway in Marion and Linn Counties, indicating all necessary replanting and cleanup required subsequent to the end of the establishment period has been completed.

Final payment to the contractor will be initiated by the Programming Engineer upon receipt of the Final Region Inspection Report and submission of the Post Semifinal Estimate by the Resident Engineer and Materials Report, form PR-47.

L. M. Young
Programming Engineer

VG:js

cc: F. D. Maugan
W. J. Hart

7462

FORM S-1 (REV. 12-66)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Talbot Rd. - N. Albany Interchange		WEEK ENDING: March 11, 1972
		SECTION PREFIX: 622-1035
HIGHWAY: Pacific		COUNTY: Marion & Linn
NAME OF JOB: Talbot Rd. - N. Albany Inter.	KIND OF WORK: Roadside Improvement	
CONTRACTOR: Wayne O. Harris & Associates	CONTRACT NUMBER: 7462	FEDERAL AID PROJECT NUMBER: I-5-4(68)235
DATE OF CONTRACT: 8/18/70	DATE WORK STARTED: 10/30/70	ESTIMATED COMPLETION DATE: Completed 2/18/71
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 125	CALENDAR DAYS USED 154
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 123
PROJECT AUTHORIZATION: $ 79,560.32		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
EXCLUSIVE OF ENGINEERING: $ 72,611.82	ENGINEERING AUTHORIZATION $ 6,948.50	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 65,973.53	ENGINEERING COST TO DATE $ 11,721.24	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 98
ESTIMATED PERCENT: OVERRUN / UNDERRUN - 9.1 %	PERCENT OF AUTHORIZATION 169 %	DATE PROJECT WAS COMPLETED: 2/18/71

Semi-final Submitted 2/26/71
Post Semi-final Submitted 3/8/72

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
		Roadside Improvement					

	BASE	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	7.9				
MILES PARTIALLY COMPLETED					
MILES COMPLETED	7.9				
TOTAL ESTIMATED QUANTITIES (CONTRACT)	35,600 Plants				
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	34,877 Plants				
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	Project Completed				
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

Project Completed

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 5	Pt'ly Cl'dy.	No		Project Completed
MONDAY 6	Fair-Sunny	No		
TUESDAY 7	Fair-Sunny	No		
WEDNESDAY 8	Fair-Sunny	No		
THURSDAY 9	Cl'dy Shwrs	No		
FRIDAY 10	Occ Shwrs	No		
SATURDAY 11		No		

Routing
Keasey
Bond
Walker
Johnsen
Pease
Glenn
Litchfield
Berg

RECEIVED
MAR 13 1972
CONSTRUCTION SECTION

BEN GIFFORD

Talbot Rd. - N. Albany Interchange

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 5	No Activity.
MONDAY 6	G. Wimer, Region Const. Eng'r., John Schultz, FHA Area Eng'r., Dan Read, Insp., and myself inspected project this P.M.
TUESDAY 7	No activity except for office work on Post Semi-final estimate.
WEDNESDAY 8	Roy Olson, Landscape Eng'r., Dan Read, Insp., and myself inspected project this P.M. Post Semi-final estimate completed and turned over to Regional Office.
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Inspection of project for final acceptance was made this week by Gerald Wimer, Regional Const. Eng'r., John Schultz, FHA Area Eng'r., and Roy Olson, Landscape Eng'r. Project accepted and post Semi-final delivered to Regional Office on Wednesday.

This will be the final Weekly Report.

SIGNED Lawrence Harris LOCATION Salem

Resident Engineer

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

1 SP°F2|6

3-6-72

FORM PR-33B
(REV. 3-68)

cc: OSHD (A E Johnson)
Region
Wash DC

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

cat

CONSTRUCTION INSPECTION REPORT
(PPM 20-6.1)

7462

(Check appropriate box) ☐ Contact ☐ Project Stage Inspection ☒ Final Inspection

Region No.	Report No.	County	Division
10	4	Marion and Linn	Oregon

Date of Inspection	Inspection Made By	Project No.
3/6/72	J. R. Schultz, Area Engineer	I-5-4(68)235

In Company With

G. W. Wimer, Reg Const Engr, OSHD; R. M. Harris, Res Engr; and Dan Read, Insp.

Quality of Work*	Progress of Work	Time Elapsed	Work Completed
Satisfactory	Satisfactory	123 %	100 %

Report to Include: (1) Scope of Inspection (2) Summary of Findings, Recommendations, and Action Taken.

*(*Not applicable for all Contracts.)*

TALBOT ROAD - NORTH ALBANY INTERCHANGE SECTION
PACIFIC HIGHWAY
Roadside Improvement

cy to const
cy yours
3-31-72

The contract work was found to be completed in reasonably close conformity with contract plans and specifications. The plant establishment period ended October 15, 1971. There was a heavy plant loss and the contractor did not finish replanting, weeding, and cleanup until February 18, 1972.

The plantings had previously been inspected and found acceptable by a representative from the OSHD Landscaping Section. The condition of the planting beds was considered acceptable.

The estimated final cost is approximately 1 percent under the project authorization, although engineering overrun by 69 percent, mainly because of the prolonged duration of time allowed by 29 days. No time extension has been granted.

3-31-72

COPY SENT
MAR 29 1972
REGIONAL OFFICE

Johnson-Young

RECEIVED
MAR 30 1972
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
A. E. JOHNSON

REPLACES PR 33A 3-65, WHICH WILL NOT BE USED.

RECEIVED
JUN 4 - 1971
FOR FILING

I-5-4(68)235
7462

May 3, 1971

Wayne O. Harris and Associates
704 S. E. 3rd
Pendleton, Oregon 97801

Gentlemen:

The State Highway Commission at its meeting on May 4 considered your request for a 29-day extension of time on Contract No. 7462 on the Talbot Road-North Albany Interchange Section of the Pacific Highway in Marion and Linn Counties.

Careful consideration was given to the reasons you submitted. However, in light of the available facts and the provisions of the contract, the Commission denied your request.

If there are pertinent facts which have not yet been considered, you should contact the Resident Engineer, the Regional Engineer, or the Construction Engineer in the Salem office.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

bc F. D. Morgan
V. E. Skoog
R. D. Asburry
Rose Harris

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7462 Contractor Wayne O. Harris & Associates

Highway Pacific

Section Talbot Road - North Albany Interchange

Kind of Work Roadside Improvement

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** ~~or GRANTED~~. The reasons for such recommendation are as follows:

Recommend denial.

Recommended for Approval:

Division Engineer

for Construction Engineer or Bridge Engineer

Assistant State Highway Engineer

Contract No.	7462
Project designation	FAP I-5-4(68)235 (State-Federal)
Date awarded	August 18, 1970
Work started	October 30, 1970
Per cent completed	100 % Feb. 18, 1971 (Date)
No. of Workdays Allowed	125
No. of Workdays Used	154
No. of Added Workdays Requested	29

E-320 (Rev.)—5M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date MARCH 13, 1971

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 125 days to 154 days, within which to complete our Contract No. 746, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

SEE LETTER ATTACHED

Respectfully submitted,

Wayne A. Harris & Associates
Contractor

By Wayne A. Harris

CONSENT OF SURETY

Date March 16, 1971

We, ST. PAUL FIRE AND MARINE INSURANCE COMPANY

, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Victor S. Risley
Victor S. Risley Attorney-in-fact

(SEAL)

Victor S. Risley Company, Oregon Resident Agent
Resident Agent

Victor S. Risley

FORM E-50 (REV. 10-60)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 6, 1971

To:

Mr. A. E. Johnson
Assistant State Highway Engineer
BUILDING

SUBJECT: Request for Time Extension
Talbot Road-North Albany
Interchange (Landscaping) Section
Contract No. 7462

Wayne O. Harris and Associates, contractor on the subject project, has requested a 29-day extension of time which would delete all liquidated damages. The contractor cites difficulty and delay in obtaining proper planting materials.

This project was awarded August 18, 1970 and the day count started September 17, 1970, with the project aimed for a fall planting season with 125 days allowed. Forty-two (42) days or about one-third of the time allowed elapsed before the contractor moved onto the project. Even then, his first work was done mostly just on weekends. The project was completed February 18, 1971 with 29 days liquidated damages accrued at the rate of $75 per day or $2,175.

There were no significant quantity overruns and no late added work. Only one out of nine bid items overran. We checked into a Price Agreement which added the planting of 144 roses at three locations but find that this work was accomplished before the project was 60 percent complete, so we find no valid reasons for extension and recommend against any. I have also checked with Landscape Engineer Olson who is of the opinion there was nothing unusual about the plants required and does not believe there was a genuine scarcity.

This was a Federal-aid Interstate project but a recommendation against extension does not have to go to the Federal Highway Administration. A rough draft letter to the Highway Commission is attached.

RECEIVED
APR 7 1971
OFFICE OF
STATE HIGHWAY ENGINEER

H. D. Morgan
Construction Engineer

By John A. Bond

John A. Bond
Construction Administration Engineer

JAB:fw
Enc.
cc V. L. Gallagher

SP 52478-724

APR 14 1971

FOR FILE

I-5-4(68)235
746I

April 13, 1971

Oregon State Highway Commission

Request for Extension of Time
No. 3
May 4, 1971 meeting

Gentlemen:

Wayne O. Harris and Associates, contractor on the Talbot Road-North Albany Interchange landscaping project on I-5 in Marion and Linn Counties, Contract No. 7462, has requested a 29-day extension of time based on difficulty and delay in obtaining proper planting materials.

This project was awarded August 18, 1970, and aimed for a fall planting season with 125 days allowed. About one-third of the time had elapsed before the contractor moved onto the project. There were no significant quantity overruns and no late added work.

We find no valid reasons for extension and recommend the request be denied. The project was completed February 18, 1971, with 29 days liquidated damages accrued at the rate of $75 per day or $2,175. This was a Federal-aid Interstate project, but recommendation against extension does not require Federal Highway Administration concurrence.

This matter will be on the agenda for your consideration at the May 4 meeting.

Very truly yours,

R. L. Porter
State Highway Engineer

cc Floyd Quary
Tom Edwards
A. E. Johnson
Victor D. Wolfe
F. D. Morgan
V. E. Skoog
L. H. Young
R. D. Asburry
JAB:fw fn

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7462 Contractor Wayne O. Harris & Associates

Highway Pacific

Section Talbot Road - North Albany Interchange

Kind of Work Roadside Improvement

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** ~~or GRANTED~~. The reasons for such recommendation are as follows:

Recommend denial.

Recommended for Approval:

Division Engineer

Construction Engineer or Bridge Engineer

Assistant State Highway Engineer

Contract No.	7462
Project designation	FAP I-5-4(68):235 State-Federal
Date awarded	August 18, 1970
Work started	October 30, 1970
Per cent completed	100 % Feb. 18, 1971 Date
No. of Workdays Allowed	125
No. of Workdays Used	154
No. of Added Workdays Requested	29

D-630 (Rev.)—6M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date MARCH 13, 1971.

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 125 days to 154 days, within which to complete our Contract No. 7462, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

SEE LETTER ATTACHED

Respectfully submitted,

Wayne O. Harris & Associates
Contractor

By Wayne O Harris

CONSENT OF SURETY

Date March 16, 1971

We, ST. PAUL FIRE AND MARINE INSURANCE COMPANY

, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Victor S. Risley
Victor S. Risley Attorney-in-fact

(SEAL)

Victor S. Risley Company, Oregon Resident Agent
Resident Agent

Victor S Risley

P. O. BOX 566

TELEPHONE 276-5791

HARRIS & ASSOCIATES, INC.

704 S. E. THIRD
PENDLETON, OREGON 97801

REGISTERED LAND SURVEYORS
FORESTERS
HIGH ORDER CONTROL
DESIGNING - PLANNING

GENERAL CONTRACTORS
LANDSCAPING
SPRINKLER SYSTEMS
AERIAL PHOTOGRAPHY

March 13, 1971

Subject: Talbot Rd.- N. Albany Inter.
Pacific Highway
Contract no. 7462
Prefix No. 622-1035
FAP No. I-5-4(68)235

Mr. Ross M. Harris, Resident Engineer
State Highway Department
Post Office Box 30
Salem, Oregon 97310

Dear Mr. Harris:

We feel that our firm is justified in asking for a time extension on this project for the reason that plant material was not delivered to us as promised by our suppliers.

As you know we purchased from a broker and had confirmation of material before we started on this project. We were not notified until planting time that some of the material would not meet specifications. In some cases material was delivered to the job site before we realized that it was not up to specifications.

As you also know, because we understand the State Highway forces were also looking for material, this material was very difficult, and in some cases impossible, to locate as specified.

We also feel that we pushed this job in an efficient and business-like manner and if plant materials had been available we would we would have finished well within the contract period.

We therefor request enough time extension to void any possible overtime penalties.

We would be happy to come to Salem to review this matter further if you should feel that this is necessary.

Sincerely,

Wayne O. Harris

WOH:MH

704 S. E. THIRD
PENDLETON, OREGON 97801

1366 NORTH ORCHARD ST.
BOISE, IDAHO 83707

RECEIVED
SEP 16 1970

I-5-4(68)235
7462

September 15, 1970

Wayne O. Harris and Associates
704 S. E. 3rd
Pendleton, Oregon 97801

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7462 for roadside improvement on Talbot Road-North Albany Interchange Section of the Pacific Highway in Marion and Linn Counties.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cr
Enclosure

cc St. Paul Fire & Marine Ins. Co.
1500 N. E. Irving Street
Portland, Oregon 97232

Frank Morgan
Ivan Merchant
R. D. Asburry
Ross Harris
Roy Olson

RECEIVED
SEP 4 - 1970
FOR FILING

I-5-4(68)225
7462

September 4, 1970

Wayne O. Harris and Associates
704 S.E. 3rd
Pendleton, Oregon 97801

Gentlemen:

Enclosed are three copies of Contract No. 7462 for $69,285 awarded to you by the State Highway Commission on August 18, 1970. This contract is for roadside improvement on the Talbot Road-North Albany Interchange Section of the Pacific Highway in Marion and Linn Counties.

Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin September 17, 1970.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cr
Enclosures

bc: F. D. Morgan
I. D. Merchant
R. D. Asburry
Ross Harris
Roy Olson

STATE COPY

Form Approved; Budget Bureau No. 04-R2809

MONTHLY TRANSACTION NO.	DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION BUREAU OF PUBLIC ROADS	STATE
9-40		Oregon
PROJECT REPORT NO.	**FEDERAL-AID PROJECT AGREEMENT**	COUNTY
3	*(PPM 21-7)* 9-1-70	Marion and Linn
		PROJECT NO. I-5-4(68)235

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator and the Director of Public Roads relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Talbot Road-N. Albany Interchange Section

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	7-22-70	7.7
OTHER *(Specify)*		

FUNDS Pro Rata 92.26%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 76,433.00	$ 70,500.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By _____

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

By _____
(Division Engineer)

For: R. E. Simpson

Date executed by Division Engineer SEP 2 1970

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Bureau of Public Roads.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Bureau of Public Roads and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Bureau of Public Roads.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Bureau of Public Roads the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Bureau of Public Roads the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Bureau of Public Roads, any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the rights-of-way of the Interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Bureau of Public Roads, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Bureau of Public Roads.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 C.F.R Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national origin. The contractor will take affirmative action to ensure that applicants are employed, and that employees are treated during employment without regard to their race, color, religion, sex, or national origin. Such action shall include, but not be limited to the following: employment, up-

Oregon State Highway Division

Federal Aid
Project No. I-5-4(68)235

TALBOT ROAD-N. ALBANY INTERCHANGE SECTION

PACIFIC HIGHWAY IN MARION AND LINN COUNTIES

SALEM, OREGON, AUGUST 27, 1970

Project Agreement Estimate.

Type Code Y003
Landscaping (Sta. 633+60 to Sta. 1055+00)

Temporary Protection and Direction of Traffic	All Required			$ 2,250.00
Furnishing and Placing Topsoil	1,600	cu.yd.	$ 2.75	4,400.00
Furnishing and Planting Trees	200	only	10.34	2,068.00
Furnishing and Planting Shrubs	7,500	only	3.61	27,075.00
Furnishing and Placing Roses	6,300	only	0.74	4,662.00
Furnishing and Placing Vines	21,600	only	0.55	11,880.00
Inorganic Fertilizer, 22-16-8-2S	180	cwt.	13.50	2,430.00
Bark Mulch	480	units	25.00	12,000.00
Soil Conditioner, Mushroom	360	cu.yd.	7.00	2,520.00
				$ 69,285.00
Flagging (60% of Contractor's Cost)	All Required			$ 200.00
	Subtotal			$ 69,485.00
	10% Engr. & Cont.			6,948.00
	Total			$ 76,433.00

Length of Project - - - 0.00 Mile

Federal Funds -	$ 70,500.00
State Funds -	5,933.00
Total	$ 76,433.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

G - 1 - 100%

Contract No.: 7462

Prefix: 622-1035

RECEIVED
AUG 31 1970

OREGON STATE HIGHWAY DIVISION

I-5-4(68)235
7462

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 378-2171

August 28, 1970

Harris and Associates, Inc.
704 S. E. Third
Pendleton, Oregon 97801

ATTENTION: Mr. Wayne O. Harris RE: Talbot Road-North Albany
Interchange Section
Contract No. 7462

Gentlemen:

Mr. Query has forwarded to this office you August 24 letter requesting 10 days time extension on the subject project.

We regret any misfortune that has befallen your Superintendent, but must advise that the contract specifications (108.09) specifically rule out shortage of inadequacy of labor as a reason for time extension. We would hope that you can make satisfactory arrangements for the work to proceed to completion within the time allowed in the contract.

If you wish to proceed with a formal request for extension, either soon or at a later time when the actual effect of any delay is known, any request for extension should be submitted on the special form for this purpose which the Resident Engineer can provide to you.

Very truly yours,

F. D. Morgan
Construction Engineer

By John A. Bond
John A. Bond
Construction Administration Engineer

JAB:fw

cc F. A. Query
R. D. Asburry
Ross M. Harris

NOTED
FLOYD QUERY

AUG 27 1970

FOR FILING

I-5-4(68)235
7462

August 27, 1970

Harris and Associates, Inc.
704 S. E. Third
Pendleton, Oregon 97801

Gentlemen:

Your letter of August 24 requests an extension of 10 days on a starting time of Contract No. 7462 because of an accident sustained by your superintendent.

The request is being referred to Mr. Frank Morgan, Construction Engineer.

Very truly yours,

Floyd Quarry, Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:fm

cc Frank Morgan

P. O. BOX 566

TELEPHONE 276-8791

REGISTERED LAND SURVEYORS
FORESTERS
HIGH ORDER CONTROL
DESIGNING - PLANNING

HARRIS & ASSOCIATES, INC.
704 S. E. THIRD
PENDLETON, OREGON 97801

GENERAL CONTRACTORS
LANDSCAPING
SPRINKLER SYSTEMS
AERIAL PHOTOGRAPHY

AUGUST 24, 1970

MR. FLOYD QUERY
OREGON STATE HIGHWAY COMMISSION
HIGHWAY BUILDING
SALEM, OR 97310

RE: STATE HIGHWAY CONTRACT No. 7462; BEAUTIFICATION
TALBOT ROAD-NORTH ALBANY INTERCHANGE SECTION.

DEAR MR. QUERY:

DUE TO AN ACCIDENT SUSTAINED BY OUR SUPERINTENDENT WE ARE REQUESTING AN EXTENSION OF TEN DAYS ON THE START OF THE ABOVE MENTIONED PROJECT.

SINCERELY,

Wayne O. Harris

WAYNE O. HARRIS

WOH/TAW

RECEIVED
IN AUG 26 1970
SALEM
STATE HIGHWAY COMMISSION

704 S. E. THIRD
PENDLETON, OREGON 97801

1365 NORTH ORCHARD ST.
BOISE, IDAHO 83707

RECEIVED
AUG 26 1970
FOR FILING

I-5-4(68)235
7462

August 24, 1970

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
477 Cottage Street, N. E.
Salem, Oregon 97301

Dear Sir:

Confirmation of your tentative concurrence as of August 18, 1970, is requested in the award of contract for the Talbot Road-North Albany Section, Project No. I-5-4(68)235.

The contractor receiving the award is Wayne O. Harris, in the amount of $69,285.00 with Contract No. 7462 assigned. This bid was received on August 13, 1970, and awarded August 18, 1970.

All right of way or rights of entry have been acquired.

The low bidder completed the Anti-Collusion Statement included in our proposal, as required by PPM 21-6.1, and it will be retained in a permanent project file.

All rights of access, including utilities, to or from abutting property are either (1) denied by law, (2) have been acquired, or (3) have been acquired in condemnation proceedings which have been commenced and will be prosecuted to completion. All necessary arrangements have been made for all utility work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State contractor's operations.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

Federal Highway Administration's
Endorsement

Date_____
I concur in the award.

R. E. Simpson
Division Engineer

DAR:bb

AUG 24 1970

I-5-4(68)235
7462

August 19, 1970

Mr. Wayne O. Harris
P. O. Box 566
Pendleton, Oregon 97801

Dear Mr. Harris:

The State Highway Commission on August 18, 1970, awarded to you State Highway Contract No. 7462 in the amount of $69,285 on the Talbot Road-North Albany Interchange Section in Marion and Linn Counties as soon as the Bureau of Public Roads approves the project.

Later that same day, approval was received from the Bureau of Public Roads.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Reed, Assistant Secretary

fkm
cc Frank Morgan
Ivan Merchant
R. D. Asberry
Ross Harris
Wm. Geibel (SAIF)

FORM FHWA-1273 M
(REV. 3-67)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

AUG 5 - 1970

LETTER OF APPROVAL AND/OR AUTHORIZATION

7-28-70

FEDERAL AID PROJECT NO. 1-5-4(68)235		
STATE PROJECT NO.		
FROM: R. E. SIMPSON, DIVISION ENGINEER, SALEM, OREGON	PROGRAM NO.	COUNTY NAME: MARION & LINN
	ITEM NO. 1-615	PROGRAM STAGE (Check): [ ] 1 [XX] 2

TO:

1-5-4(68)235

7462 MR. R. L. PORTER
STATE HIGHWAY ENGINEER
SALEM, OREGON

Klabae

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
7-22-70	7-22-70	1-5
		STATE ROUTE NUMBER: TALBOT ROAD - NORTH ALBANY INTERCHANGE

LIMITS OF AUTHORITY

AFTER CONCURRENCE IN AWARD YOU ARE AUTHORIZED TO PROCEED WITH CONTRACTOR'S FLAGGING IN AMOUNT OF $200.00 AS SHOWN IN YOUR ESTIMATE.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- [X] OTHER (Specify) CONTRACTOR'S FLAGGING $200.00
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [X] CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

MR. YOUNG'S JUNE 29, 1970 REQUEST AND CERTIFYING STATEMENTS ARE ACCEPTED. PS&E DOCUMENTS FOR THE SUBJECT PROJECT HAVE BEEN REVIEWED AND ARE HEREBY APPROVED.

A SIGNED COPY OF THE TITLE SHEET IS RETURNED HEREWITH.

John Wiane 8-4-70

RECEIVED
JUL 31 1970
OFFICE OF
STATE HIGHWAY ENGINEER

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
7-28-70		DIVISION ENGINEER

PREVIOUS EDITION MAY BE USED UNTIL SUPPLY IS EXHAUSTED.

RECEIVED
JUN 24 1970
FORM E-30 (REV. 10-69)
FOR FILING

I-5-4(68)235
7462

Mr. Klaboe

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem 97310
June 22, 1970

To: Mr. L. H. Young
Program and Planning
Engineer

B U I L D I N G

SUBJECT: Right of Way Status
FAI Project
July 23, 1970, Bid Opening

I certify that to the best of my knowledge the following statement is correct with regard to the right of way for the above project scheduled for contracting on the above date.

On the following project, all rights of way, rights of access, or rights of entry are acquired.

Talbot Rd.-N. Albany Intchge. Sec., Pacific Hwy., Marion and Linn Cos.
Rdsd. Impr.

All the right of way on this project involving occupied improvements was acquired and possession taken prior to August 23, 1968; consequently, the certifications required under paragraph 5 and 16b of IM 80-1-68 do not apply.

This certification does not include right of way, rights of access, or rights of entry that are being purchased from utilities or railroads as part of agreements being handled by the Utilities Section. These will be certified separately by the Utilities Engineer.

John R. Oakes
John R. Oakes
Assistant Right of Way Engineer

JRO:GZ

cc F. B. Klaboe
V. E. Skoog
T. W. Litchfield
W. H. Haskin
Duane Ridings
Frank Lowe
M. R. Mitchell

RECEIVED
JUN 24 1970
OFFICE OF
STATE HIGHWAY ENGINEER

SP*02475-734

TRANSACTION NUMBERS 6-41 THRU 6-43

Klabse

FORM PR-48 (REV. 7-67)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 6-19-70

BY (Signature): MR. YOUNG'S JUNE 11, 1970 LETTER

TITLE: PROGRAM & PLANNING ENGINEER

CLASS OF FEDERAL FUNDS: ☒ FAI ☐ FAP ☐ FAU ☐ FAS ☐ OTHERS

STAGE 1 * ITEM NOS. _____ THRU _____

STAGE 2 ITEM NOS. 614 THRU 616

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) LOCATION	WORK
614	I-5-5(47)283	1.26	3,120,000	2,878,000	HUBBARD INTERCHANGE	GRADE, DRAIN, HIGH TYPE PAVEMENT, 4 STRUCTURES AND ILLUMINATION.
615	I-5-4(68)235	0.00	91,500	84,400	TALBOT ROAD TO NORTH ALBANY INTERCHANGE	LANDSCAPING
616	I-205-7(19)290	0.00	370,000	341,300	TUALATIN RIVER - PACIFIC HIGHWAY SECTION	ILLUMINATION

6-19-70

I-5-4(68)235
I-5-5(47)283
I-205-7(19)290

REMARKS (Division)

YOU ARE AUTHORIZED ON ITEM 614, I-5-5(47)283 - HUBBARD INTERCHANGE, TO PROCEED WITH THE NECESSARY PREPARATORY WORK FOR THE ADJUSTMENT OF UTILITIES.

RECEIVED
JUN 22 1970
FOR FILING

Young 6-22-70

DATE	RECOMMENDED SIGNATURE AND TITLE	DATE	APPROVED SIGNATURE AND TITLE
		6-19-70	R. E. SIMPSON, DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

RECEIVED
JUN 15 1970
FOR FILING

I-5-4(68)235
7.462

June 11, 1970

Executive Department
Federal Aid Coordination Unit
Room 5 State Capitol
Salem, Oregon

Gentlemen:

In compliance with step 7 of Procedure 13-020-02 of Executive Memorandum 02-270-02, we are submitting one copy of the completed application for federal-aid funding of the following Interstate projects.

Item No.	Project No.	Name
614	I-5-5(47)283	Hubbard Interchange Section
615	I-5-4(68)235	Talbot Road-North Albany Interchange Section
616	I-205-7(19)290	Tualatin River-Pacific Highway Section

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

Encls.

RHC:ia

cc: R. H. Chase

RECEIVED
JUN 15 1970
FOR FILING

I-5-4(61)235
7462

June 11, 1970

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon 97301

Dear Sir:

We are sending program data for three Federal-Aid Projects, Item Nos. 614 thru 616, which we desire to have included in the Federal-Aid Interstate Program.

We plan to receive bids for these projects on July 25, 1970.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

DAR:bb

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1 (REV. 4-61)

6/11/70

FEDERAL-AID P (PPM

CARD 2	REPORT NUMBER (18)–(20)	1	PROJECT LOCATION (45 typewriter spaces) 21–65	I-5 North Albany Intchge.-N. 7.54 Mi.	ADT	PRESENT (66)	21,200	FUTURE (70)	41,000	YEAR (71)	90
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28–62	Landscaping	NATL. FOREST (62)–(65)		FH ROUTE NO. (66)–(69)		SUPV AGCY (69)		DA CLASSIF. (70)		DA AREA (71)
	EMERG. YR. (72)–(73)		PL. AUT (74)								
CARD 4	CLASS OF FEDERAL FUNDS	Interstate							COUNTY NAME	L	
	NAME OF URBAN AREA 17-31								ROUTE NO. I	FEDERAL-AI I-5	

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE (43–46)	STEP (53)	TERMINI (Full description) (54)–(58)	MILES (59)–(66)	ESTIMATED PROJECT C TOTAL ESTIMATED COST (67)	FEDERAL FUNDS
1	(1448)	(10	41	42						
5					PE		I-5 North Albany Interchange-N. 7.54 Miles			
5					ROW		(Talbot Rd.-N. Albany Interchange Section)			
5					CONST (CODE) Y003			0.00	91,500	84,400
								0.00	91,500	84,400

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS
1	14	PROGRAM APPROVAL DATES	(16)–(23) (24)

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

11/70

		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
	ADT	21,200	41,000	90	08	Oregon	35	042	615

SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
					I-	5-4	(68)	235	

COUNTY NAME	CODE	PROGRAM STAGE
Linn and Marion	043 047	[ ] 1 OR [X] 2

ROUTE NO.	FEDERAL-AID	STATE	U.S.
I	I-5	1	I-5

MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
					Landscaping consisting of furnishing topsoil, planting trees, shrubs and vines.
0.00	91,500	84,400	7,100		ROW-250' normal; Access Control-full; Park. Restrictions-complete.
0.00	91,500	84,400	7,100		

REMARKS

Additional Data: Items 16, 42, 67, 280 and 570; Projects I-5-4(8)239, I-5-4(11)235, I-5-4(13)235, I-5-4(52)235, and I-5-4(67)235.

-OVER-

USCOMM DUSCOMM-DC 48908-P61

TALBOT RD.-N. ALBANY INTERCHANGE SECTION
Remarks - Continued

For 37-B: On R/W-1, R/W-F, Sanitary Facilities-N.

Public hearings not required under paragraph 6c of PPM 20-8.
BPR concurred by their memorandum of March 13, 1969.

This project is considered as stage construction of this portion of I-5 and design approval was considered to have been given under Project I-5-4(67)235 Safety and same agreed to by BPR memorandums of July 28, 1969 and December 1, 1969.

Clearinghouse review is not required under the provisions of paragraph 2b of IM-50-1-70 as all right of way was acquired prior to September 30, 1969. BPR concurred in this concept by their memorandum of February 19, 1970.

RECEIVED
FEB 17 1970

OREGON STATE HIGHWAY DEPARTMENT

I-5-4(68)235
7462

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

February 13, 1970

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street N.E.
Salem, Oregon

Dear Sir:

We request your concurrence that under the terms of paragraph 2b of IM 50-1-70, submission of the following projects to the State Clearinghouse for review and comment is not required for the reason stated.

Gladstone Intchge.-Oregon City Intchge. Sec., E. Portland Freeway
Substantial right of way was acquired prior to 9-30-69.

La Grande Section, Old Oregon Trail (McAlister Lane & UPRR Strs.)
Stage construction. This is part of section now under construction.

State St.-N. Santiam Highway Jct. Section, Silver Cr. Falls Hwy.
Substantial right of way acquired prior to 9-30-69.

Pacific Highway East-Ward Drive Section, FAS 741 (Lancaster Drive)
Substantial right of way acquired prior to 9-30-69.

Jumpoff Joe Creek-Louse Creek Intchge. Sec., FAS 17-102
Substantial right of way acquired prior to 9-30-69.

West Linn-Pacific Hwy. Section, East Portland Freeway
Stage construction. Beautification of section now under construction.

Quinton-Arlington Section, Columbia River Highway
Stage construction. Army Engineers requested that this section be oiled then paved later. This is the paving project.

West and South Pendleton Intchge. Section, Old Oregon Trail
Stage construction. This is beautification of a section recently constructed.

Emigrant Ave. Intchge. Section, Old Oregon Trail
Stage construction. Beautification of a section recently completed.

Hubbard Intchge. Section, Pacific Highway
Substantial right of way acquired prior to 9-30-69.

Talbot Rd.-N. Albany Intchge. Sec., Pacific Highway
Stage construction. Beautification of current safety project.

Gap-Tygh Grade Section, The Dalles-California Highway
Substantial right of way acquired prior to 9-30-69.

Interstate Bridge-Denver Ave. Section, Pacific Highway
Substantial right of way acquired prior to 9-30-69.

Orleans-Lake Creek Section, Corvallis-Lebanon Highway
Substantial right of way acquired prior to 9-30-69.

Vista Ridge Tunnel Section, Sunset Highway
Stage construction. Beautification of a current project.

Cedar Hills Blvd. Intchge., Sunset Highway
Stage construction. Beautification of a previous project.

7th Ave.-Willamette R. (Eugene) Section, Pacific Highway
Substantial right of way acquired prior to 9-30-69.

Grey Cr.-N. Fk. Coquille R. Section, Coos Bay-Roseburg Highway
Substantial right of way acquired prior to 9-30-69.

Multnomah Co. Line-E. Cascade Locks Section, Columbia River Hwy.
(Pavement seal) P.S.& E. previously received.

La Grande-Ladd Canyon Section, Old Oregon Trail
Substantial right of way acquired prior to 9-30-69.

Olds Ferry-N. Jacobsen Gulch Section, Old Oregon Trail
Substantial right of way acquired prior to 9-30-69.

N. Fk. Jacobsen Gulch-N. Ontario Intchge. Sec., Old Oregon Trail
Substantial right of way acquired prior to 9-30-69.

Forest Grove Section, Tualatin Valley Highway
Substantial right of way acquired prior to 9-30-69.

Gellatly Summit Section, Corvallis-Newport Highway
Substantial right of way acquired prior to 9-30-69.

Sixes River Section, Oregon Coast Hwy. (Including Crystal Cr. Br.)
Substantial right of way acquired prior to 9-30-69.

Oro Dell-La Grande Section, Old Oregon Trail
Substantial right of way acquired prior to 9-30-69.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

cc: F. B. Klaboe
D. J. Barbee
H. S. Cox
R. L. Schroeder
B. L. Gifford

RECEIVED
FEB 13 1970
OFFICE OF
STATE HIGHWAY ENGINEER

Form FHWA-121 (12-67)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

DATE: December 1, 1969

In reply refer to: 08-35-DB

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-4(-)235
Talbot Road - North Albany Interchange
Pacific Highway, Marion and Linn Counties
Roadside Improvement.

Reference is made to your letter of October 1 concerning this project.

Please be advised that design of the proposed roadside improvement project is approved and that the project is eligible for Interstate funds for construction.

12-3-69
REFERRED TO
By Asst. State Hwy. Engr.

RECEIVED
DEC 3 1969
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
OCT 1 - 1969
FOR FILING
I-5-4(68)235
7462

October 1, 1969

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
Post Office Box 300
Salem, Oregon 97308

Dear Sir:

Re: Talbot Road-North Albany Interchange Section
Oregon Project I-5-4(-)235, Pacific Highway
Marion and Linn Counties, Roadside Improvement, Your Reference: 08-35-EC/400.1

Reference is made to your letter of July 28 concerning this project.

Included are proposed preliminary plans showing locations to be landscaped with notes giving quantities and kinds of plants that were removed under the present grading contract. Ninety-seven existing trees in the median have been transplanted to new locations under the grading contract.

In the original planting, the pines and incense cedar were used for the purpose of headlight glare control. The proposed plan uses shrubs to accomplish the same purpose. The earth mounds at the ends of guardrail are planted with shrubs and groundcover on the portions that cannot be moved. The median area between Stations 740 to 755 replaces plant beds in the original planting.

We request design approval of the proposed roadside improvement project and the eligibility of Interstate funds for construction.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
D. J. Barbee
F. D. Morgan
L. H. Young
R. E. Olson
R. D. Asburry

REO:de srb

Enc. - Talbot Rd.-N. Albany Interchange Sec., Pacific Highway, Sheets 3--16.

HIGHWAY DEPARTMENT

SHEET ..... OF ..... SHEETS

TALBOT RD. - N. ALBANY

ROADSIDE IMPROVEMENT

9/12/69

ITE		Unit	Net Quantity	Allow	Total	Unit Cost	TOTAL
	Temporary Prot. & Direction of Traffic	All	All	-	All	L.S.	6,000
	Furnish & Place Topsoil	Cu. Yd	530	170	700	4.00	2,800
	Furnish & Plant Trees	One	12	-	12	15.00	185
	Furnish & Shrubs	One	6,183	617	6,800	4.50	30,600
	Furnish & Plant Roses	One	6,042	608	6,650	1.50	9,975
	Furnish & Plant Vines	One	8,579	421	9,000	.50	4,500
	Bark Mulch	Unit	399	41	440	30.00	13,200
							67,260
					Engineering 14½ %		9,753
							$77,013

NOTED
E. A. MEOLA

Form F[illegible] (12-57)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: July 28, 1969

In reply refer to 08-35-EC/400.1

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-4(-)235
Talbot Road-N. Albany Interchange Section
Pacific Highway
Marion and Linn Counties
Roadside Improvement

File

Klose

I concur that design approval has been given for the subject project if the plantings to be included in this contract are to replace those damaged or removed due to the safety project now underway. If, however, the work to be done includes additional plantings in new areas I cannot concur that design approval has been given. In this case the work cannot be considered as stage construction as no costs were included in the 1968 Interstate Cost Estimate to cover such work. It is therefore considered new construction and design approval should be requested.

Design approval for this type of work will consist of approval of the general location of plantings. Your request for design approval for this project, if required, should therefore include a map showing the general locations which are to be landscaped.

5/6/69

Checked with Klose. He agreed that we should proceed with plans for design approval of new plantings
Ray Olson 7-31-69

RECEIVED
JUL 31 1969
PROGRAM & PLANNING
DIVISION

Young

???

RECEIVED
JUL 30 1969
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
ROY OLSON

Babel
7-30-69

Clark
Klose

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

MLS

RECEIVED
JUL 17 1969
FOR FILING

I-5-4(69)235
7462

July 16, 1969

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street N. E.
Salem, Oregon

Re: Talbot Rd.-N. Albany Int. Sec.
(Roadside Improvement)
I-5-4(-)235
Pacific Highway
Marion and Linn Counties

Dear Sir:

We hereby request your concurrence that design approval was given for the subject project when the Bureau of Public Roads authorized the State to advertise the following projects for bids:

1. N. Jefferson Jct. -S. P. R. R. Overcrossing Section (Grading)
I-5-4(8)239 Authorized March 13, 1957 Completed Sept. 9, 1958

2. S. P. R. R. O'xing-Santiam Jct. Section (Grading)
I-5-4(11)235 Authorized June 11, 1957 Completed October 28, 1958

3. N. Jefferson Jct. -N. Albany Jct. Section (Paving, S.B. Lanes)
I-5-4(13)235 Authorized Feb. 12, 1958 Completed June 25, 1959

4. N. Jefferson Int. -N. Albany Int. Section (Paving, N.B. Lanes)
I-5-4(52)235 Authorized Jan. 3, 1963 Completed Aug. 30, 1963

These combined projects provided four 12-foot traffic lanes of high-type pavement, 10-foot shoulders and a 76-foot median. In view of these facts and others set forth hereinafter, we are of the opinion that the intent of current PPM 20-8 has been fulfilled for the subject project which is considered as stage construction of this section of I-5, and we further request your confirmation that no further action is required for the subject project under paragraph 10 of PPM 20-8, regarding Design Approval.

The subject project is roadside improvement consisting of planting trees, shrubs and vines intermittently throughout the length of the project. This type of project, because of the kind of improvement, is incidental work to Interstate projects considering present Interstate standards. The subject project does not change the layout or function of connecting roads or streets or of the existing facilities, does not have an adverse effect upon abutting real property and does not require additional right-of-way, therefore does not change or alter the approved location and design of Projects I-5-4(8)239, I-5-4(11)235, I-5-4(13)235 and I-5-4(52)235, but only improves the aesthetics of this section of Interstate highway.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

cc: F. B. Kiaboe
D. J. Barbee
R. W. Ellison
B. L. Gifford
R. N. Chase

JG:ls

U-168(24) Ross Island Br.-S.E. Reedway 1970
St. Sec., of Pacific Hwy. E.
#7463 (Grading & paving) Folder #3

C.A. 3499 24A 4041
RR-693

7463

May 25, 1974

State Is Sued Over Condemnation

By ALLEN J. MORRISON
Staff Writer, The Statesman

PORTLAND — A $2.9 million damage suit has been filed in U.S. District Court against the Oregon State Transportation Commission, Atty. Gen. Lee Johnson and others.

Morrison

The suit filed Thursday by retired Portland businessman Richard Compton charges a number of defendants with depriving him of "just compensation" in an eminent domain suit arising over the State Highway Division's condemnation of his property for Highway 99E widening.

Defendants in addition to highway officials and Johnson include Leslie B. Hampton, assistant attorney general who served as legal counsel in the condemnation suit; American Institute of Real Estate Appraisers, several appraisers and Austin Diddy, who testified in the condemnation suit as an expert witness on some property values involved in the highway project.

Compton seeks a minimum of [illegible] damages, tripled for alleged violations of anti-trust laws and constitutional provisions. He also is seeking $1 million compensatory damages and $1 million for punitive damages.

The plaintiff charges perjury, conspiracy and fraud in controlling the appraisals of his property and surrounding properties on McLoughlin Boulevard.

Compton also alleges that condemned properties owned by large companies and heavy contributors to political candidates, including Johnson, were bought at "just" to "exhorbitant prices" by "manipulations of the appraisal process," while others, including elderly persons, were given little.

An elderly widow, Mrs. Lydia Mugg, was paid 28 cents a square foot for her property while Hyster Co. got a negotiated settlement of $38.83 a square foot for its property, the suit alleges.

The suit charges perjury against Diddy, a retired Shell Oil Co. real estate manager, who testified as an expert for the state on some property values. Diddy, the suit alleges, was indicted by the Multnomah County Grand Jury on a perjury charge in connection with the Compton condemnation case June 20, but prosecution was never carried out.

Compton asks for restraining orders against the Federal Highway Administration and the State Highway Division to stop all federal funds to Oregon in order to "safeguard the federal interest" against alleged irregularities pending an investigation by the U.S. Justice Department.

STATE COPY

7463 / 11-6-73

cc: CSHD (H S Coulter)
Region
Wash DC

FINAL ACCEPTANCE REPORT
(PPM 20-6.1)

U. S. DEPARTMENT OF TRANSPORTATION
Federal Highway Administration
Bureau of Public Roads

cst

REGION		COUNTY	DIVISION
10	15	Multnomah	Oregon
DATE OF REPORT	**REPORT MADE BY**		**PROJECT NO.**
11-6-73	P. E. O'Neil, Assistant Area Engineer		I-168(24)
COMPLETION DATE	**ACCEPTANCE DATE BY CONTRACT AGENCY**	**TIME ELAPSED**	**CONTRACT TIME**
3-10-72	3-21-72	126 %	250 calendar workdays
APPROVED EXTENSIONS	**LOCATION**		
49 calendar days	Oregon 99E Junction of the Mt. Hood Highway south 1.8 miles.		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.
Compliance reviews made indicate that all applicable contract requirements relative to wage rates, payroll submissions, and labor provisions have been met.
There is compliance with section 1.23 of the Regulations pertaining to encroachment on the right-of-way.

COPY SENT

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

NOV 08 1973

REGIONAL OFFICE

ROSS ISLAND BRIDGE-S. E. REDWAY STREET
PACIFIC HIGHWAY EAST
Grading and Paving

11-9-73
cy Const.
Young

This project provided for grading, drainage, and construction of six 12-ft. lanes. It is an AC pavement with curb sections, 4-ft. median, and 10-ft. shoulders. Also the project provided for revisions to traffic signals, illumination, and necessary utility adjustments.

All physical work was satisfactorily completed in substantial conformance with the approved plans and specifications on February 23, 1972 at which time 314 calendar days had elapsed. The contractor was given a 49-day extension based on right-of-way, extra work, and holiday shutdown. Liquidated damages will be assessed for the remaining time.

The final cost of the contract items was $1,110,740.68, which was an underrun of 19.6%. The grand total for the project including engineering and contingencies was $1,545,555.63, which is an underrun of 9.04%. All overruns and underruns were satisfactorily explained by the State. All of the required supporting documents have been submitted and acceptance of the project is recommended.

NOTED
H.S.COULTER

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY BUREAU OF PUBLIC ROADS	
SIGNATURE		SIGNATURE	Original signed by E. J. Valach Dist. Engineer
P. E. O'Neil for C. T. Christianson			
TITLE	DATE 11/6/73	TITLE J. Valach	DATE NOV 08 1973

Form PR 33-E (Rev. 7-70)

EXISTING STOCKS OF FORM PR 33-E (Rev. 3-68) WILL BE USED.

RETURN RECEIPT REQUESTED

7463

CERTIFIED
No. 331656
MAIL

Portland, Oregon

11 September 1973

Mr. Lee Johnson
Attorney General
State Capitol Building
Salem, Oregon 97310

Sent copies to klaboe and Barrie
C.H.
9/14

Dear Sir:

On August 1, 1973, I wrote the Oregon State Highway Commission requesting information on a Mr. Austin Diddy. I was informed my correspondence was referred to Mr. Walt Barrie, Chief Counsel for the Commission. Having not received any information as I requested by August 17, 1973, I then wrote again requesting this information and also who I would contact with the Oregon State Highway Commission in regards to my inspection of other records of the Highway Commission. I was informed on August 22 by C. W. Head, Manager, Administrative Services, that my letters had been referred to Mr. Les Hampton, Assistant Attorney General, for handling and that I would be hearing from him in the very near future. Having had much experience with Mr. Leslie B. Hampton in the past in a condemnation case in which my wife and I had our property stolen by the lack of morality of this demented personality in which he revelled in his abuse of power by using every unethical, immoral, illegal trick he could possibly think of such as the use of perjury and conspiracy, I knew that my request for information would be ignored. His actions which are very parallel to those happening in the Watergate scandal may be condoned and approved by you, but I can assure you that I have three goals in my future: (1) the first is a complete change of the policies of the Highway department; (2) the second is the bringing to justice and the disbarment of Mr. Leslie B. Hampton and (3) the third is to see that you who approve and use these methods are never elected to another office. As you know through my efforts an unknown by the name of Joe Smith almost beat you in your last campaign, but I will guarantee you that I learned a lot with my Concerned Citizens for Justice Committee and the next effort you will see me hundreds of times stronger and better organized in quest of Justice for those you and your office deny their rights.

Now in regards to the information I requested, You will find enclosed a petition as required under House Bill 2157 in which I demand said information within three (3) days or I will personally have the pleasure of testing our new Public Disclosure Law on you. I can also assure you that this time when I subpoena you into court that you won't ignore it as you did in that harrasement corrupt practice case your cronies pulled on me after the last election. You can expect to hear much more of my efforts such as the indictment of Les Hampton's expert witness Austin Diddy for perjury in our condemation case. Yes, you will be hearing much from me in the future, and if you ignore this petition for information it will be a lot quicker and enjoyable for me than you expected.

Respectfully,

Richard N. Compton

Richard N. Compton
4017 S. E. 9th Street
Portland, Oregon 97202

RNC:f
Enclosure (1)

RECEIVED
SEP 13 1973
HIGHWAY
ADMINISTRATIVE SERVICES

NOTED
C. W. HEAD

PETITION

September 11, 1973

I, RICHARD N. COMPTON, the undersigned request the Attorney General of the State of Oregon, Lee Johnson, to order the office of the Attorney General and the Oregon Transportation Commission (Oregon State Highway Commission) and its employees to make available for inspection and to produce copies of the following records which I have already requested in letters of August 1 and 17, 1973 to said departments:

1. Amount of money paid Austin Diddy by the Oregon State Highway Commission in the condemation case, State of Oregon vs. Compton (Multnomah County Case #746619) and a break down of such fees. Also what other amounts paid to this expert witness by the Oregon State Highway Commission in any actions during the years 1968, 1969, 1970 and 1971.

2. The inspection and copies which I should request of the appraisals of property in regard to the widening of Mcloughlin Boulevard between the Ross Island Bridge and Reedway Street.

I asked for information and requested to inspect and/or copy these records on August 1, 1973 and August 17, 1973. My requests have been ignored by the following persons:

1. C. W. Head, Manager, Administrative Services, Oregon State Highway Division.

2. Mr. Walt Barrie, Chief Counsel for the Oregon Transportation Commission.

3. Mr. Les Hampson, Assistant Attorney General, State of Oregon.

RECEIVED
SEP 13 1973
HIGHWAY
ADMINISTRATIVE SERVICES

Richard N Compton

RICHARD N. COMPTON

August 22, 1973

Mr. Richard M. Compton
4017 S.E. 9th Street
Portland, Oregon 97202

Dear Mr. Compton:

I have contacted Mr. Walt Barrie, Chief Counsel for the Oregon Transportation Commission, concerning your letters of August 1 and follow-up of August 17 pertaining to the Oregon State Highway Commission vs. Compton (Multnomah County Case No. 346619).

Mr. Barrie informed me that he received your letter and referred it to Mr. Les Hampton, Assistant Attorney General, for handling. Mr. Barrie said that you should be hearing from Mr. Hampton in the very near future.

In your August 17 letter you inquire about the appraisals of property in connection with the widening of McLoughlin Boulevard between the Ross Island Bridge and Roadway Street in Portland. I contacted Mr. J. B. Boyd, Right of Way Engineer, concerning this matter and he suggested that it also be referred to Mr. Hampton for reply.

I am forwarding a copy of your letter to Mr. Hampton. His address is Department of Justice, 100 State Office Building, Salem, Oregon 97310, phone 378-6344.

Very truly yours,

C. W. Mead, Manager
ADMINISTRATIVE SERVICES

CWM:fhm
cc Walt Barrie
Attn: Les Hampton
J. B. Boyd

Portland, Oregon

August 17, 1973

Mr. C. W. Head
Manager
Administrative Services
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Head:

Recently, I received a letter from you dated August 3, 1973 which stated my request for information on a Mr. Austin Diddy was being referred to Mr. Walt Barrie, Chief Counsel for the Commission. To-date I have received absolutely no response from Mr. Walt Barrie in regards to complying or not, with my request. I am in need of this information and would like to know whether said information is going to be provided to me or whether I must use other methods to obtain such. Also, I would like to know who I am to contact with the Oregon State Highway Commission in regards to my inspection of the appraisals of property in regard to the widening of McLoughlin Boulevard between the Ross Island Bridge and Reedway Street.

Very truly yours,

Richard N. Compton
4017 S. E. 9th Street
Portland, Oregon 97202

RNC:j

RECEIVED
AUG 21 1973
HIGHWAY
ADMINISTRATIVE SERVICES

NOTED
C. W. HEAD

8-14-73

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MULTNOMAH

In the Matter of the Perpetuation of the Testimony of HAROLD BLAGG	ORDER

NOTED
I. B. KLABOE

This matter arising upon the Petition of Richard N. Compton for the perpetuation of testimony, petitioner appearing by Charles C. M. Peterson, attorney, and it appearing to the Court that the application is well taken and the Court being fully advised in the premises, now, therefore,

IT IS HEREBY ORDERED that the examination of Harold Blagg shall be and hereby is allowed to be conducted before Paul E. Kirk or other qualified notary public at 9480 S. E. Maloney Place, Portland, Oregon, at 2:00 o'clock .M. on the 24th day of September, 1973, and that subpoena may issue to the said Harold Blagg requiring him to be present and testify.

IT IS FURTHER ORDERED that a copy of this Order, as notice of said examination, be personally served upon:

1. AUSTIN DIDDY, whose address is 533 N. 137th Street, Seattle, Washington, in lieu of service by publication, affidavit and order therefor and of the requirement for mailing,

and upon

2. Oregon State Highway Commission at Salem, Oregon.

DATED this 14th day of August, 1973

/s/ Alfred T. Sulmonetti
JUDGE

A True Copy
Charles C. M. Peterson
Atty for Pltf

Orig cy - Sallie
cy - Files
cy - I B Boyle

HURLBURT, KENNEDY, PETERSON, BOWLES & TOWNLEY
ATTORNEYS AT LAW
SUITE 611 CENTURY TOWER—1201 S.W. 12TH AVE.
PORTLAND, OREGON 97205
226-2373

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MULTNOMAH

In the Matter of the Perpetuation of the Testimony of HAROLD BLAGG	ORDER

NOTED F. B. KLABOE

This matter arising upon the Petition of Richard N. Compton for the perpetuation of testimony, petitioner appearing by Charles C. M. Peterson, attorney, and it appearing to the Court that the application is well taken and the Court being fully advised in the premises, now, therefore,

IT IS HEREBY ORDERED that the examination of Harold Blagg shall be and hereby is allowed to be conducted before Paul E. Kirk or other qualified notary public at 9480 S. E. Maloney Place, Portland, Oregon, at 2:00 o'clock _.M. on the 24th day of September, 1973, and that subpoena may issue to the said Harold Blagg requiring him to be present and testify.

IT IS FURTHER ORDERED that a copy of this Order, as notice of said examination, be personally served upon:

1. AUSTIN DIDDY, whose address is 533 N. 137th Street, Seattle, Washington, in lieu of service by publication, affidavit and order therefor and of the requirement for mailing,

and upon

2. Oregon State Highway Commission at Salem, Oregon.

DATED this 14th day of August, 1973

/s/ Alfred T. Sulmonetti
JUDGE

HURLBURT, KENNEDY, PETERSON, BOWLES & TOWSLEY
ATTORNEYS AT LAW
SUITE 811 CENTURY TOWER-1201 S.W. 12TH AVE.
PORTLAND, OREGON 97205
228-2373

COPY

A true Copy
Charles C. M. Peterson
Atty for Petitioner

Orig cy - Sallie
cy - Filed
cy - D B Boyle

NOTED A.E.

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MULTNOMAH

In the Matter of the Perpetuation of the Testimony of HAROLD BLAGG

Petitioner alleges:

I.

Petitioner expects to be a party to an action in this state to be brought in the United States District Court for the District of Oregon arising out of and during the trial of an action in condemnation wherein petitioner alleges certain testimony of one of plaintiff's witnesses was false, materially affecting the verdict and outcome of said cause, and resulting in a denial to petitioner and Joyce Compton, as owners of the subject property, of their constitutional rights in the appropriation of their property by the State of Oregon, action being entitled, State of Oregon by and through its State Highway Commission, composed of Glenn L. Jackson, Fred W. Hill and Thaddeus B. Bruno, plaintiff, vs. Joyce Compton, formerly Joyce Glazebrook, and Richard N. Compton, wife and husband, and Multnomah County, a political subdivision of the State of Oregon, defendants, Multnomah County Circuit Court No. 346-619.

II.

Harold Blagg resides at 9480 S.E. Maloney Place, Portland, Oregon, and is expected to give testimony generally on the following and related subjects:

A. That he was the lessee-opeaator of the Shall Station locat on McLoughlin Boulevard, Portland, Oregon, just south of Rose Issland Sa & Gravel Company and across McLoughlin Boulevard approximately one block south of petitioner's property, from June 1, 1965 until January of 1969.

B. That he leased the station from Shell Oil Company for

HURLBURT, KENNEDY, PETERSON, BOWLES & TOWSLEY
ATTORNEYS AT LAW
SUITE 811 CENTURY TOWER—1201 S.W. 12TH AVE.
PORTLAND, OREGON 97205
226-2151

COPY

this period and said station was continuously in operation from June of 1965 until January of 1969 when he sold the station.

C. That said station, during his tenancy and operation, was not "closed for almost a year", or at all, during such period.

D. During the years of his operation of that Shell Station it was definitely a very profitable business venture.

E. That on or about March, 1966, as tenant-lessee he was notified by the Oregon State Highway Department that McLoughlin Boulevard would be widened and his station property vitally affected, and to his knowledge Shell Oil Company, owner, thereafter attempted to secure a relocation site nearby along McLoughlin Boulevard.

F. That the ultimate closing down of the station was the direct result of its taking by the State of Oregon for roadway purposes.

III.

Petitioner is informed and therefore alleges that Harold Blagg suffers from a terminal illness and it is desirable that his testimony be taken at his home.

IV.

So far as petitioner knows or can ascertain, the only persons adversely interested are:

A. Oregon State Highway Commission represented by Lee Johnson, Attorney General of the State of Oregon.

B. Austin Diddy, 533 N. 137th Street, Seattle, Washington.

WHEREFORE, petitioner prays for an order of the Court allowing the examination of Harold Blagg, and that a subpoena be issued to the said Harold Blagg requiring him to appear at such time and place as the Court shall determine, to be examined under oath before a qualified Court Reporter.

R. L. Blagg Jr.
Petitioner

HURLBURT, KENNEDY, PETERSON, BOWLES & TOWSLEY
ATTORNEYS AT LAW
SUITE 611 CENTURY TOWER—1201 S.W. 12TH AVE.
PORTLAND, OREGON 97205
226-3378

STATE OF OREGON)
) ss.
County of Multnomah)

I, RICHARD N. COMPTON, being sworn upon oath depose and say that I am the petitioner named; that I have read the foregoing petition for order to take deposition and the same is true as I verily believe.

Richard N. Compton

Subscribed and sworn to before me this 14th day of August, 1973.

Charles E. M. Peterson
Notary Public for Oregon
My Commission Expires: 10-17-73

a true copy
Received with
Petition for
Deposition

HURLBURT, KENNEDY, PETERSON, BOWLES & TOWNSLEY
ATTORNEYS AT LAW
SUITE 611 CENTURY TOWER—1201 S.W. 12TH AVE.
PORTLAND, OREGON 97205
228-2373

Portland, Oregon

August 1, 1973

Mr. C. W. Head
Secretary
Oregon State Highway Commission
Highway Building
Salem, Oregon 97310

Dear Mr. Head:

I would like to obtain the following information in regards to an Austin Diddy who was used as an expert witness by the Oregon State Highway Commission vs. Compton (Multnomah County Case No. 346619) in a condemnation case tried in Circuit Court, Multnomah County, in June 1970. The Oregon State Highway File Number is R42569. I would like to know the total amount paid to this expert witness in regards to this case. Also, I would like this amount broken down into amounts for original report, trial preparation and amount paid for trial appearance.

Also, I would like any information in regards to case names, numbers and amounts paid for the use of this expert witness by the Oregon State Highway Commission in any actions during the years 1968, 1969, 1970 and 1971.

Very truly yours,

Richard N. Compton

Richard N. Compton
4017 S. E. 9th Street
Portland, Oregon 97202

RNC:jc

RECEIVED
AUG 3 1973
HIGHWAY
ADMINISTRATIVE SERVICES

NOTED
C. W. HEAD

RECEIVED
MAY 2 - 1972
UTILITY UNIT

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • • • SALEM, OREGON 97310 PHONE 378-6529

7462

May 1, 1972

City of Portland
Bureau of Lighting
1800 S. W. 6th Avenue
Portland, Oregon 97201

RE: Light Pole Relocation
Ross Island Bridge-S.E. Roadway Section
Pacific Highway East
Multnomah County

ATTENTION: Mr. S. J. Maerz, Director

Gentlemen:

NOTED
A. E. JOHNSON

Your estimate and sketch map for the adjustment of your facilities on this project, as submitted with your letter of April 19, 1972, have been approved by the State. This will confirm our verbal authorization to proceed with the work as of April 24, 1972.

Reimbursement for the work performed on and subsequent to April 24, 1972, in the amount of $1,599.00, will be made in accordance with Paragraph 7g(3) of PPM 30-4 upon receipt of your statement of charges.

The beginning and completion dates of this work and reference to this letter by date and subject should be clearly shown on the bill.

Very truly yours,

George M. Baldwin
Administrator of Highways

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Railroad and Utility Engineer

JMC:fw

cc: A. E. Johnson
V. L. Gallagher (w/att.) (2)
V. E. Skoog
H. S. Coulter (w/attach)
J. E. Holland "
D. R. Adams "
Jack Hesla "

RECEIVED
MAY 1 1972
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 19 1972
FOR FILING

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE April 18, 1972

TO F. B. Klaboe
7463 Deputy State Highway Engineer

FROM C. T. Keasey, Construction Engineer
By
John H. Walker, Quality Control & Training Engineer

SUBJECT Light Pole Installation
Ross Island Bridge-S.E. Reedway Section
Pacific Highway East

NOTED
F. B. KLABOE

Sometime ago, a FHWA Memorandum criticized the placement location of a light pole near a transition notes of a concrete retaining wall on the subject project. The Memorandum criticized this placement location as being an added hazard. You asked to be advised how this happened and what we should do to fix it. We in turn asked Metro to explain what happened and what might be done as any corrective action. Attached is their reply.

Since Metro's letter, Ted Lichfield has contacted the City to move the pole in question as per Tom Edwards' instruction and Metro will issue a State Force Order to reimburse them.

It appears that future corrective actions could be mainly eliminated if approval of City plans were required prior to construction.

JHW:fw
Attach.
cc A. E. Johnson

RECEIVED
APR 18 1972
OFFICE OF
STATE HIGHWAY ENGINEER

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: March 3, 1972

In reply refer to: 10-35-DA

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

Routing

Keasey — RECEIVED — Pease

Bond — MAR 9 1972 — Glenn

Walker — Litchfield

Johnson — CONSTRUCTION SECTION — Berg

SUBJECT: Oregon Project U-168(24)
Ross Island Bridge - SE. Reedway Section
Pacific Highway East
Light Pole Installation

Mr. Johnson's letter of February 25 offers comment on our Construction Inspection Report No. 14, dated December 20, 1971 relative to the installation of a light pole at station 519+76. This pole was installed by the City at the leading end of a concrete transition nose for the purpose of improving the safety aspects of a retaining wall. The concrete nose was installed under Extra Work Order No. 14 subsequent to approval of the City's lighting plan.

The basic reason for adding the transition nose was the severe hazard of a concrete retaining wall with a vertical end toward the traffic approach. Placement of a rigid steel luminaire pole directly in front of that tapered nose significantly reduces the effectiveness of that safety feature even though two hazard points have been reduced to one.

The point to be made is that the location of the light pole directly in front of the transition nose cancels a major share of the safety benefits of the nose. For safety purposes the small area within the influence zone of this nose would best be treated as a unit separate from the conditions existing on the remainder of the project. This would insure optimum benefits from any singular safety improvement regardless of the original warrants for such improvement.

There are occasions when other agencies, such as the City in this case, are involved in physical construction of portions of highway work or associated hardware. When such is the case, some extra efforts in coordination and education should be worthwhile.

FWK
Discuss

RECEIVED
MAR 6 1972
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 917-344

RECEIVED
APR 17 1972
FOR FILING

1463

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213
April 11, 1972

SUBJECT: Ross Island Bridge-
S. E. Reedway Section
Pacific Highway East
Light Pole Installation

To: C. T. Keasey
Construction Engineer
State Highway Building
Salem

ATTENTION: John Walker

Your letter of April 6, requested a report on the retaining wall-light pole problem on the subject project. Several facts pertinent to this question should be established:

1. Prior to the beginning of the construction work the City of Portland was paid by the Highway Division a sum of money equal to the replacement value of their old lighting system on McLoughlin Boulevard. Whether to use this money towards the cost of a new lighting system or to install any light system at all was left strictly up to the City of Portland.
2. The City subsequently awarded a contract for the installation of 121 light poles on McLoughlin Boulevard between the Ross Island Bridge and SE Reedway Street. Our Resident Engineer's office cooperated with the City in the location of the poles so as to avoid conflicts with sign structures, driveways and the like but since this was a separate City contract, no approval of their plans was ever asked for or given.
3. The plans as drawn up by the Salem office for the retaining wall on the project called for a blunt leading end. This would have been an obvious traffic hazard and so the ramp-type of end protection was added. Whether or not there is a light pole in the vicinity, does not change the fact that the wall is a hazard and needs to be protected.
4. Of the 121 poles installed by the City, 22 are either mounted on structures or behind guardrail leaving 99 positioned approximately five feet outside of the curb including the one adjacent to the retaining wall. There was one pole which the City planned to mount in the gore area directly north of the Ross Island Bridge which is in a lane-drop area. When I learned of this location I "coerced" the City to move it as I felt that this was in a particularly hazardous location. When I pointed this out to the City their first reaction was "so what, this is the way we always do it". It took considerable persuasion on my part to get the pole moved. To object to the pole in front of the retaining wall would have meant that we were also objecting to the other 98 which are similarly positioned relative to the roadway and we could see no justification for such an objection since this was the City's lighting project.

As long as the City of Portland continues to install their lighting systems under a different criteria with respect to traffic protection than we do, there are bound to be differences in the final product, and under the circumstances this is to be expected. With respect to what should be done about this particular pole, we feel that nothing should be done inasmuch as it is no different than the other 98 located on the project.

H. S. Coulter
Metropolitan Engineer

By:

Edward L. Hardt
Assistant Metropolitan Engineer

ELH:pb

cc: A. E. Johnson
Jerry Street

4/13/72

cy - Keasey - Litchfield has contacted the City to move pole as per T.E.'s instructions. Metro will issue SFO to reimburse them.

AEJ/ja

RECEIVED
APR 13 1972
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 31 1972
FOR FILING
7463

March 31, 1972

St. Paul Fire & Marine Ins. Co.
Portland Branch Office
1500 N. E. Irving Street
Portland, Oregon 97232

Gentlemen:

On March 23, 1972, we wrote to you concerning release of final payment on Contract No. 7463 awarded to K. F. Jacobsen & Co., Inc., for work on the Ross Island Bridge-S. E. Roadway Street Section of the Pacific Highway East in Multnomah County.

Final payment on this contract is $13,495.33 and the total contract amount is $1,270,908.62 including $20,527.96 for work performed under force account.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

EI

cc K. F. Jacobsen & Co., Inc.
2611 S. E. 4th Avenue
Portland, Oregon 97202

Victor S. Risley
Board of Trade Building
Portland, Oregon 97204

bc F. D. Morgan
Walt Hart
V. E. Skoog
Attn: John Herr
L. W. Rulien

RECEIVED
MAR 23 1972
FOR FILING

7463

March 22, 1972

TO Oregon State Highway Commission

FROM Tom Edwards
State Highway Engineer

SUBJECT Highway Project Acceptance

Contract No. 7463 Work Completed February 23, 1972

Project Rose Island Bridge - S. E. Roadway Street

Highway Pacific Hwy. East County Multnomah

Type of Work Grading and Paving

Contractor K. F. Jacobsen & Co., Inc.

Recommended acceptance date March 21, 1972

The contractor has completed all work according to specifications and I recommend your acceptance of the project. I will assume this matter has your approval, unless advised to the contrary.

This item will be on the agenda at the Commission meeting on April 4, 1972 for your formal concurrence.

VG:sls

cc: Floyd Query
F. B. Klaboe
A. E. Johnson
L. H. Young
F. D. Morgan
W. J. Hart

RECEIVED
MAR 1 1972
FOR FILING

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

March 10, 1972

7463

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
477 Cottage Street N.E.
Salem, Oregon 97310

File 43174-Waddle (L-6284)
Ross Island Br.-Reedway
Pacific East
Multnomah County

Project U-168(23)

Dear Mr. Simpson:

It has been some time since any correspondence was written on this file regarding Federal Aid Ineligibility Notification 35-70-FIN-45. We have been waiting until construction was completed and the excess portion could be appraised in its after condition.

The original review was $125,000. This amount was cited in FHWA Ineligibility Notification 35-70-PIN-8 plus both Draper's and Rodwick's appraisal fees of $1,000 and $900 respectively.

In subsequent substantiation and by correspondence the required information was secured. Two questions raised at that time were answered and Mr. Rodwick's fee was allowed. Further substantiation for items three and four of the original pre-audit citation was requested. These items referred to the legality of the premise in the review which assumed the owners could utilize adjacent property to replace parking taken by the highway. Mr. Draper's unsupported remodeling estimate was also questioned. An opinion regarding the legality of the review premise along with further support for Draper's cost estimate as well as the extent of the remodeling was requested in revised FHWA notification 35-70-PIN-20.

Subsequently, upon advice of Chief Council, Leonard Lindas, it was decided the review premise was not legally proper and a revised review in the amount of Draper's appraised value of $190,000 was written. It was requested by FHWA that a revised offer of $190,000 be given to the owner. This was done. Mr. Draper's cost estimate was still unsatisfactory. He later provided additional information which was apparently adequate as evidenced by FHWA letter dated August 31, 1970, to R. L. Porter. The State's contractor, however, had done certain

work which involved cutting and repairing wall ends which had been duplicated in the cost estimate as itemized by Draper. It was requested by your office that this be deleted from the $190,000 reviewed figure and a new offer be made less this amount of $1,372. The revised offer was not sent as it would have hampered negotiations and the necessity to obtain permission to enter on the property for construction of the highway.

The case came to trial on March 22, 1971, and after two days of trial an agreement was reached for settlement by purchase of the entirety for $330,000.

After the trial, a letter by Leslie Hampton, Trial Attorney, indicated he felt he had convinced the Trial Judge that our premise re acquisition of adjacent replacement property was legally proper. Mr. Hampton did not pursue this at trial, however, as he felt we did not have a strong enough case to convince the jury that the premise would be equitable, nor could we make assurance that all of the substitute land was available. A copy of this letter is attached.

The review of $190,000 was based on Mr. Draper's before and after values of $275,000 and $85,000. There is now in file a review of $76,000 for the remainder based on appraisals by Draper ($85,000) and Rodwick ($76,000) which further substantiates the $190,000 review of the taking. The minimal work accomplished by the State merely served to correct the physical severance and did not thereby reduce the damage.

It appears that the State has met the requirements of the FHWA and it is requested that the amount of $190,000 be placed on a participating basis.

Very truly yours,

ORIGINAL SIGNED
D. H. MOEHRING

D. H. Moehring
Right of Way Engineer

attachment

cc: Tom Edwards
F. B. Klaboe
L. H. Young
V. E. Skoog
M. R. Mitchell

RECEIVED
MAR 13 1972
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-1 (REV 10-69) 7463

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Ross Island Bridge-SE Reedway Street		WEEK ENDING: Feb. 26, 1972
		SECTION PREFIX: Multnomah
HIGHWAY: Pacific		COUNTY:
NAME OF JOB: Ross Island Br.-SE Reedway St.	KIND OF WORK: Grading and Paving	
CONTRACTOR: K.F. Jacobsen & Company, Inc.	CONTRACT NUMBER: 7463	FEDERAL AID PROJECT NUMBER: U-168(24)
DATE OF CONTRACT: September 11, 1970	DATE WORK STARTED: September 28, 1970	ESTIMATED COMPLETION DATE: Feb. 23, 1972
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 2 SUPERVISION: 1	SPECIFIED WORK DAYS	WORK DAYS USED: 314
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 126
PROJECT AUTHORIZATION: $1,699,166.25		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST
EXCLUSIVE OF ENGINEERING: $1,578,336.65	ENGINEERING AUTHORIZATION: $120,839.60	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $1,393,414.24	ENGINEERING COST TO DATE: $182,000.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT: OVERRUN / UNDERRUN: 12 %	PERCENT OF AUTHORIZATION: 151 %	DATE PROJECT WAS COMPLETED: 2-23-72

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		Demolation
100	100	100	100	100	0		100

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT 1	1.80	1.80		1.80	1.80
MILES PARTIALLY COMPLETED					
MILES COMPLETED	1.80	1.80		1.80	1.80
TOTAL ESTIMATED QUANTITIES (CONTRACT)	62,000 CY	31,000 T		32,000 T	28,000 T
TOTAL QUANTITIES CORRECTED TO DATE	52,400 CY	30,000 T		19,200 T	28,000 T
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	52,400 CY	30,000 T		19,200 T	28,000 T
AVERAGE DAILY QUANTITIES	0	0		0	0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	0	0		0	0
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

1 ladder truck, 1 pick-up

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	Sta.507	Taco H. Patterson 9953	9964	Sta.520			Traffic Sign Rev.	
PERCENT	100	100	100	100			100	

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Clear	0		
MONDAY	Lt. Clouds	0		
TUESDAY	Showers	0		
WEDNESDAY	Showers	0		
THURSDAY	Showers	0		
FRIDAY	Showers	0		
SATURDAY				

BEN GIFFORD

Keasey Pease
Bond
Walker Glenn
Johnsen Litchfield

RECEIVED
FEB 28 1972
CONSTRUCTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

Feb.20 SUNDAY	No Activity
Feb.21 MONDAY	2 men installed 3M Program Signal Heads, and Stabilizer Cable at Holgate Ave. ---- P A # 19
Feb.22 TUESDAY	2 men finished the installation at Holgate Ave. Installed Push Button at Ross Island Sand and Gravel.
Feb.23 WEDNESDAY	Installed 4 self tuning Loop Amplifiers at Ross Island Sand and Gravel. " 3 " " " " " Holgate Ave. " 3 " " " " " Harold St.
Feb.24 THURSDAY	No Activity
Feb.25 FRIDAY	No Activity
SATURDAY	

REMARKS

Summary: PA #19 Installation of Program Signal Heads was completed Wednesday, the 23rd. of February, which completes the Project with the exception of SFO #7 "Installation of Traffic Line Buttons", and SFO #8 "Slide Correction".

2nd. and 3rd. Notifications are being prepared.

This is the last weekly report.

SIGNED J.E. Holland, Res. Engr. LOCATION Portland

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP°F216

RECEIVED
FEB 28 1972
FOR FILING

U-168(24)
7463

February 25, 1972

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, OR 97308

418

Dear Sir:

Re: Light Pole Installation
Ross Island Bridge-S. E.
Roadway Section
Pacific Highway East
Multnomah County
Project No. U-168(24)

Reference is made to paragraph 3 of the Construction Report for the subject project, dated December 20, 1971. This paragraph brought to our attention that a City of Portland lighting pole was being installed at the terminus of a concrete nose, on the south end of a retaining wall, right of "L" Line Station 519+76.

The City's lighting plan for the project was approved by the Resident Engineer prior to the determination that a nose section would be installed, at the south end of the retaining wall, between Stations 519+76 and 520+00.

The light pole, as installed, is at the same distance behind the curb as all other light poles on the project. Relocation or modification of the subject pole would cost from $500 to $750. Since the light pole appears to be no more detrimental to the traveling public than the other poles on the project, no relocation or modification will be made.

It is the State's intent in the future, as it has been in the past, to coordinate all phases of construction in such a manner as to fulfill the design intent.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

A. E. Johnson
Assistant State Highway Engineer

bc George M. Baldwin
Tom Edwards
F. B. Klaboe
F. D. Morgan
T. W. Litchfield
H. S. Coulter

TWL: ja

"L" 519+72

"L" Line

"L" 520+00

3'-6" | 1 spc. @ 7'-2"±

67.00'

B = 4'-0"
T = 9"

Curb Line

Light Pole

5'

6'

Face of Wall

Begin Wall 67.00 Rt.
"L" 520+00

R/W

30'-0"

Light Pole

Cont. Joint

Elev. 116.06

Top of Sidewalk

Elev. 109.0

60'-0" (H=6')

STATE COPY

FORM PR-33B (REV. 3-68) cc: CSED (A E Jct on)
Region
Wash DC
Area Engr Christianson

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

CONSTRUCTION INSPECTION REPORT
(PPM 20-6.1)

(Check appropriate box) ☐ Contact ☐ Project Stage Inspection ☐ Final Inspection

Region No.	Report No.	County	Division
8	14	Multnomah	Oregon

Date of Inspection	Inspection Made By	Project No.
12-20-71	F. E. O'Neil, Asst Area Engr	U-168(24)

In Company With: *See below

Quality of Work*	Progress of Work	Time Elapsed	Work Completed
Satisfactory	Unsatisfactory	126 %	99 %

Report to Include: (1) Scope of Inspection (2) Summary of Findings, Recommendations, and Action Taken.

*(*Not applicable for all Contracts.)*

COPY SENT
JAN 17 1972
REGIONAL OFFICE

ROSS ISLAND BRIDGE - S. E. RIVERWAY
PACIFIC HIGHWAY EAST
Grading and Paving

* J. H. Versteeg - Metropolitan Const Design Engr
K. Holland - Res Engr
D. Donavan - Superintendent for K. F. Jacobsen & Co., Inc.

This project was substantially completed in accordance with the approved plans and specifications with the exception of some minor work. Acceptance of the project is dependent upon completion of the following work: Installation of handrail on staircases and one sidewalk section. Completion of seeding and mulching. Completion of the painting of the retaining wall at Sta 519 and minor cleanup.

The contractor has exceeded his allotted contract time by 64 days. The contractor has submitted a request for a time extension. Our concurrence in any portion of his request is dependent upon our review of the supporting documents.

As a safety feature we approved Extra Work Order No. 14 in the amount of $700 to construct a concrete transition nose on the south end of the retaining wall right of "L" Line Sta 519+76. The city lighting contract has a pole installation at the terminus of the concrete nose which defeats the entire purpose of installing the nose. The State should in the future attempt to coordinate their work with the cities so that this type of conflict will be prevented.

REFERRED TO
A. E. Johnson
BY DEPUTY STATE HIGHWAY ENGINEER
NOTED
F. B. KLABOE

RECEIVED
JAN 13 1972
OFFICE OF
STATE HIGHWAY ENGINEER

Routing
Morgan
Becker
Bond
Brenker
Boehme
Bennett
Glenn
Litchfield
Scheffner
Stein

RECEIVED
JAN 20 1972
CONSTRUCTION
DIVISION

NOTED
A. E. JOHNSON

NOTED
TOM EDWARDS

REPLACES PR 33A 3-65, WHICH WILL NOT BE USED.

RECEIVED
JAN 26 1972
FOR FILING

U-168(24)
7463

January 25, 1972

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, OR 97308

462

Dear Mr. Simpson:

Re: Labor Compliance
Cushing Bros., Inc., Contractor
Your Ref. 08-35-DB/420.25

As you requested, we have had a field investigation made of the complaint of Thomas R. Bray who alleged he had not been paid fringe benefits by Cushing Bros., Inc.

Attached is a copy of a report from E. J. Hall, Resident Engineer, which indicates that he found no evidence of any violations.

Should you desire that a complete audit be made of Cushing Bros. records, please let us know.

Very truly yours,

George H. Baldwin
Administrator of Highways

By

Tom Edwards
State Highway Engineer

Att.

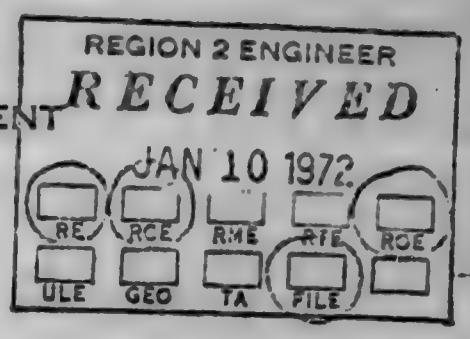
cc F. B. Klaboe
A. E. Johnson
F. D. Morgan

FORM S-30 SHM 5-65 40467

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 10, 1972



SUBJECT: Wage Complaint
Cushing Brothers, Inc.

To:
Mr. J. B. Boyd
Region II Engineer
EAST SALEM HWY BUILDING

Reference is made to Mr. F. D. Morgan's letter of Dec. 28, 1971 requesting an investigation of a wage complaint against Cushing Brothers, Inc. by Mr. Thomas R. Bray.

Mr. Bray states in his complaint that he was employed by Cushing Brothers on several Federally financed projects and that the contractor did not pay wages and fringe benefits in accordance with the wage determination for the contracts.

According to our records, Mr. Bray was employed by Cushing Brothers on the following projects:

Pacific Highway East - Ward Dr. (Contract #7463) --- 135 hrs.

Mission St., SE @ 25th St., SE (Contract #7622) ---- 224 hrs.

Hollywood Project, Ore R-15 (City of Salem) ------ 20 hrs.

We have copies in our file of the contractors payrolls for the two state jobs, certifying that Mr. Bray was paid the correct wage scale and also was paid his fringe benefits. The contractor's payrolls for the Hollywood job are in the City of Salem's files and they also show that Mr. Bray was paid the correct scale plus his fringe benefits for work on that project.

Mr. Bray states to this office that he had received some fringe benefits on the Mission Strret job but he was not sure he had received the full amount due him and he further stated that on the other projects where he had worked he had not been aware of the fringe benefit provisions.

According to Mr. Bray he has no records of his fringe benefit payments as they were paid to him in a check separate from the payroll with no stub for his records.

At the beginning of the Mission Street project, several of Cushings employees were questioned if they were receiving their fringe benefits. Some said yes and some were not sure. We contacted Cushing Brothers and reminded them that the fringe benefits were to be paid weekly in cash as they had shown and certified on their payrolls. Later, the employees were again questioned and all stated they werenow receiving their fringe benefits.

It seems to me now that the only way to resolve Mr. Bray's allegations is to check the contractor's payroll records which appears to be a job for an auditor.

E. J. Hall
Resident Engineer

cc: file

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE: December 15, 1971

In reply refer to: 08-35-DB/420.25

FROM : for R. E. Simpson, Division Engineer
G. K. Hoosner
Salem, Oregon

SUBJECT: Labor Compliance
Cushing Bros. Inc., Contractor

Enclosed is a copy of a U. S. Department of Labor "Employment Information Form" submitted by Mr. Thomas R. Bray and forwarded to us by the Department of Labor. Mr. Bray claims that he has been employed by Cushing Bros. Inc., on several Federally financed projects; and that the contractor did not pay wages and fringe benefits in accordance with the wage determination for the contract.

We note that Cushing Bros. is the prime contractor on Project T-5028(1), Mission Street, S.E. (Salem) and has apparently subcontracted work on other Federal-aid contracts in the Salem area.

Please investigate Mr. Bray's complaint pursuant to Chapter 418 of the Labor Compliance Manual and give me your findings.

Enclosure
Cy Empl Info Form

AES
Investigate
RLP

RECEIVED
DEC 17 1971
OFFICE OF
STATE HIGHWAY ENGINEER
Routing

NOTED
A. E. JOHNSON

Morgan
Decker
Bond
Walker
Doctline
Johnson
Pease
Swan
Glenn
Gallagher

RECEIVED
DEC 21 1971
CONSTRUCTION
DIVISION

NOTED
TOM EDWARDS

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 910-222

Form Approved
Budget Bureau No. 44-R03(

U.S. DEPARTMENT OF LABOR
WORKPLACE STANDARDS ADMINISTRATION
WAGE AND HOUR DIVISION

EMPLOYMENT INFORMATION FORM

Information furnished is confidential and will be used by the Department of Labor only

1. PERSON SUBMITTING INFORMATION

A. Name (Print first name, middle initial, and last name)
Mr. / ~~Miss~~ / Mrs. Thomas R. Bray

B. Date NOV 5 1971 11-1-71

C. Telephone number: (Or No. where you can be reached) 585-6083

D. Address: (Number, Street, Apt. No.)
609 16th NE
(City, County, State, ZIP Code)
Salem Oregon 97301.

E. Check one of these boxes
☐ Present employee of establishment ☑ Former employee of establishment ☐ Job Applicant ☐ Other (Specify: relative, union, etc)

2. ESTABLISHMENT INFORMATION

A. Name of establishment
Cushing Bros. Inc.

B. Telephone Number
585-4000

C. Address of establishment: (Number, Street)
1735 Capitol N.E.
(City, County, State, ZIP Code)
Salem Oregon

D. Estimate number of employees
6 - 12

E. Does the firm have branches? ☐ Yes ☑ No ☐ Don't know
If "Yes", name one or two locations:

F. Nature of establishment's business: (For example; school, farm, hospital, hotel, restaurant, shoe store, wholesale drugs, manufactures stoves, coal mine, construction, trucking, etc.)
Curbing, Storm Sewer, Sewer, Sidewalk Contractors

G. If the establishment has a Federal Government or federally assisted contract, check the appropriate box(es).
☐ Furnishes goods ☐ Furnishes services ☑ Performs construction

H. Does establishment ship goods to or receive goods from other States?
☑ Yes ☐ No ☐ Don't know

3. EMPLOYMENT INFORMATION

(Complete A, B, C, D, E, & F if present or former employee of establishment; otherwise complete F only)

A. Period employed (month, year)
From: 1967
To: Oct 1971
(If still there, state present)

B. Date of birth if under 19
Month _____ Day _____ Year _____

C. Give your job title and describe briefly the kind of work you do
Pipe Layer Laying Sewer + drain pipe

(Continue on other side)

D. Method of payment

$ 5.55 (Rate) per Hour (Hour, week, month, etc.)

E. Enter in the boxes below the hours you usually work each day and each week (less time off for meals)

M	T	W	T	F	S	S	TOTAL
							45

F. CHECK THE APPROPRIATE BOX(ES) AND EXPLAIN BRIEFLY IN THE SPACE BELOW the employment practices which you believe violate the Wage and Hour laws. (If you need more space use an additional sheet of paper and attach it to this form.)

- ☐ Does not pay the minimum wage
- ☐ Does not pay proper overtime
- ☐ Men and women perform equal work but do not get equal pay
- ☐ Discrimination against employee or applicant (40-65 years of age) because of age
- ☐ Employs minors under minimum age for job
- ☑ Does not pay prevailing wage determination for Federal Government or federally assisted contract
- ☐ Discharged employee because of wage garnishment (explain below)
- ☐ Excessive deduction from wages because of wage garnishment (explain below)
- ☐ Other (explain below)

Firm did Fed. assist jobs on Lancaster Rd., Hollywood Dist., Mission ST., Sewer lines for ~~the~~ Oregon State University at Corvallis. This work was partly paid for by Fed. Gov't. Contract.

No fringe benefits paid to most employees. Some employees hired at rates less than the going scales.

The Lancaster St. job was: Sewers = HUD, Storm drains + Curbs = Fed. Hwy Admin.

Mission St. job was: Sewers = HUD

Hollywood Urban Renewal job was: HUD

OSU job was: Dept of Agri., Forestry

(NOTE: If you think it would be difficult for us to locate the establishment or where you live, give directions or attach map.)

FOR OFFICIAL USE ONLY

RECEIVED
FEB 15 1972
FOR FILING

11-168(24)
7463

#7

January 13, 1972

E. F. Jacobsen & Company, Inc.
2611 S. E. 4th Avenue
Portland, Oregon 97202

Gentlemen:

The State Highway Commission at its meeting on January 11, 1972, considered your request for an extension of time of 93½ days on Contract No. 7463 for work on Ross Island Bridge-S. E. Roadway Street Section of the Pacific Highway East in Multnomah County.

After considering the available facts and the provisions of the contract, the Commission granted you an extension of 49 days without assessment of liquidated damages.

If there are pertinent facts which have not yet been considered, you should contact the Resident Engineer, the Regional Engineer or the Construction Engineer in the Salem Office.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

dr

bc F. D. Morgan
V. E. Shoog
L. W. Bullen
James E. Holland
Federal Highway Administration

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE: December 27, 1971

In reply refer to: 08-35-DA

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project U-168(24)
Ross Island Bridge-SE. Reedway Section
Request for Time Extension

CH - Constr. Prog. & Planning 12-29-71

The supporting data for K. F. Jacobsen and Company request for a time extension was reviewed. We concur in your recommendation of a 49-day time extension.

RECEIVED
DEC 28 1971
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 910-222

RECEIVED
JAN 5 - 1972
FOR FILING

LL-168(24)

7463

January 3, 1972

Oregon State Highway Commission

Gentlemen:

Request for Extension of Time
No. 7
January 11, 1972 Meeting

K. F. Jacobsen and Company, contractor on the Ross Island Bridge-S.E. Roadway Street grading and paving project on the Pacific East Highway in Multnomah County, Contract No. 7463, has requested a 93-1/2 day extension of the contract time. The contractor cites alleged excessively wet weather in March and April of 1971, right-of-way delay at Taco House, added retaining wall, Labor Day stop work, and added extra work orders. Final completion date on this project is December 30, 1971. The workday count stopped at the start of the winter dormant period November 30, with 64 days liquidated damages accrued at the rate of $200 per day, or $12,800.

The official weather data for the downtown Portland weather station indicates that the rainfall for March and April was above normal, but not so unusual as to warrant time extension. There was a prolonged right-of-way problem at Taco House. The Court granted partial access to a portion of the property January 25, 1971, some four months after the project started. This justifies the two and one half days requested. A price agreement added a retaining wall in the vicinity of the Ross Island Sand and Gravel intersecton where a plan change widened the roadway. This justifies five days. Over Labor Day weekend, the contractor was requested to stop roadway work for three and one half days,

but a shutdown order was not formalized and this time is justified for extension. There were 17 extra work orders and 13 price agreements involving added work. Seven of these orders were authorized after the contract time had expired. A total of 30 days extension is justified for these added orders.

Because of late right-of-way difficulties, a total of 28 days elapsed from the date bids were opened until the contract was sent to the contractor for execution. This is eight days in excess of the time allowed by the specifications and extension for these eight days is justified.

I recommend an extension of 49 days based on the above, leaving 15 days and $3,000 liquidated damages in effect. This is a federal-aid urban project and we have the concurrence of the Federal Highway Administration.

This matter will be on the agenda for your consideration at the January 11, 1972 meeting.

Very truly yours,

Tom Edwards
State Highway Engineer

bc Floyd Query
George M. Baldwin
F. B. Klaboe
A. E. Johnson
F. D. Morgan
V. E. Skoog
L. H. Young
Gary Ross
Gary Sund
L. W. Rulien

JAB:fw 1a

RECEIVED
DEC 21 1971
FOR FILING

U-168(24)
7463

December 20, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, OR 97308

Dear Mr. Simpson:

Re: Request for Time Extension
Ross Island Bridge-
S. E. Roadway Section
Oregon Project U-168(24)
Contract No. 7463

K. F. Jacobsen and Company has requested a 93½-day extension citing basically five reasons. The request has been made in three separate letters at different times. The reasons are as follows:

1. Alleged excessively wet weather in March and April of 1971 and the closely related question of earthwork balance; also wet weather on September 1 and 2.

2. Right-of-way delay at Taco House.

3. Added retaining wall.

4. Labor Day stop work.

5. Added orders.

The estimated final completion on this project is now late December. The workday count stopped November 30, with 64 days' liquidated damages accrued at the rate of $200 per day or $12,800. In addition to the contractor's five reasons, we find one more which should be considered.

1. Weather and Excavation. We have reviewed the Climatological Data and are not recommending additional time on that reason.

2. Taco House Right-of-Way. There was a prolonged right-of-way problem in this area and only partial access was authorized by the Court four months after the contract time started. The 2½ days requested on this reason is justified.

3. Added Retaining Wall. This was an outgrowth of the plan change in the vicinity of the Ross Island Sand and Gravel intersection. Price Agreement No. 2 added a retaining wall at this location in the amount of $16,673. Five days' extension for this significant added work would be reasonable.

4. Labor Day Shutdown. The Metropolitan office advises that a shutdown was in fact imposed on the contractor for 3½ days but was not formalized, so the days were counted against the contract allotment at the time. These 3½ days are justified for extension.

5. Other Added Orders. There are 17 Extra Work Orders and about 13 Price Agreements involving added work. The Resident Engineer has analyzed these on an actual time basis and a copy of this is attached. We note that three of the Price Agreements and four of the Extra Work Orders were authorized after the contract time allowed had expired September 27. The field data does not include a significant late order, Price Agreement No. 12, for additional median island beyond the north limits of the project. We would therefore recommend 30 days for the added orders (in addition to Item 3 above).

The additional item which we found is:

6. Delay in Contract Submission. Twenty-eight days elapsed from the date bids were opened (August 18, 1970) until the contract was first sent to the contractor for execution. This is 8 days in excess of the time allowed by the specifications and, in accordance with past practice, is eligible for extension. This is because of schedule disruption and loss of what in this case should have been good construction time.

The total time recommended is therefore 49 days, and we seek your concurrence in participation.

Enc.

Very truly yours,

bc R. L. Porter
Tom Edwards
F. D. Morgan
R. L. Schroeder
L. H. Young

R. L. Porter
State Highway Engineer

By

A. E. Johnson
Assistant State Highway Engineer

JAB:fw ja

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 7, 1971

SUBJECT: Ross Island Bridge-S. E. Reedway Section
Contract No. 7463
Request for Time Extension

To:

Mr. A. E. Johnson
Assistant State Highway Engineer
BUILDING

K. F. Jacobsen and Company has requested a 93-1/2-day extension citing basically five reasons. The request has been made in three separate letters at different times. The reasons are as follows:

Alleged excessively wet weather in March and April of 1971 and the closely related question of earthwork balance; also, wet weather September 1 and 2.

2. Right of way delay at Taco House.

3. Added retaining wall.

4. Labor Day stop work

5. Added orders.

The estimated final completion date on this project has just been delayed again to December 15, 1971. The workday count stopped November 30 with 64 days liquidated damages accrued at the rate of $200 per day or $12,800. In addition to the contractor's five reasons, we find one more which should be considered, so all six are discussed separately as follows:

1. Weather and Excavation - We have reviewed the Climatological Data for the downtown Portland weather station for the first eight months of this year. Although total rainfall for March and April was above normal, we do not believe it was so unusual as to warrant extension of time. As you know, extension for weather reasons has been very limited and only when there was a deviation from normal patterns of several hundred percent. In this case, the deviation from normal is only on the order of 25 percent for March and 36 percent for April. You will note that rainfall for the next month, May, was well below normal. Our setting of contract times is on a broad seasonal approach

with no time at all counted during three winter months. We do not contemplate that the contractor will obtain full production all at once on the first of March. It is true that we discouraged the contractor from wasting excavation too early. This is only in accordance with the specifications and the project is being finished with a significant underrun of excavation of about 10,000 yards or 16 percent. This underrun should offset any obligation we may have concerning our delaying early waste of excavated materials.

2. Taco House Right of Way - There was a prolonged right of way problem in this area. The Court granted partial access to a portion of the property January 25, 1971. The 2-1/2 days requested on this reason is justified.

3. Retaining Wall Added - This was an outgrowth of the plan change in the vicinity of the Ross Island Sand and Gravel intersection. Price Agreement No. 2 added a retaining wall in this location in the amount of $16,673. Although the contractor requested only 2-1/2 days, we concur with the Region that 5 days for this significant added work would be reason able.

4. Labor Day Shutdown - The Metro office advises that a shutdown was in fact imposed on the contractor for 3-1/2 days but was not formalized, so the days were counted against the contract allotment at the time. These 3-1/2-days are justified for extension.

5. Other Added Orders - The contractor's second supplement to his time request requests 38 days for added orders not already covered above. There are 17 Extra Work Orders and about 13 Price Agreements involving added work, but these are mostly comparatively small changes. They add to about $27,000 which on just a time-money basis would justify only 4-1/2 days. The field has analyzed these on an actual time basis which we believe is more valid. We also note that three of the Price Agreements and four of the Extra Work Orders were authorized after the contract time allowed had expired September 27. The field recommends 28 days, but their data does not include a significant later order, Price Agreement 12, for additional median island beyond the north limits of the project. We would recommend 30 days for the added orders.

The additional item which we found is:

6. Delay in Contract Submission - Twenty-eight days elapsed from the date bids were opened (August 18, 1970) until the contract was first sent to the contractor for execution. This is 8 days in excess of the time allowed by the specifications and in accordance with past practice is eligible for extension. This is because of schedule disruption and loss of what in this case should have been good construction time.

The total time recommended is therefore 49 days. If the project is completed as now estimated, this will leave 15 days liquidated damages or $3,000. In spite of the underrun in the contract work items, there is a significant overrun of engineering costs on this project. This is probably not entirely due to the contractor's progress, but he aggravated it. We note the project file includes letters to the contractor expressing dissatisfaction with his rate of progress and the Federal Highway Administration is also on record about unsatisfactory progress. The project was only two-thirds completed when the 250 days allowed expired September 27 and this excludes 27 days not counted in June because of a strike. Assessment of some liquidated damages appears in order.

This was an Urban Federal-aid project. Rough draft letters to the Federal Highway Administration and the Highway Commission are attached.

F. D. Morgan
Construction Engineer

By
John A. Bond
Construction Administration Engineer

JAB:fw
Enc.
cc V. L. Gallagher

RECEIVED
DEC 16 1971
OFFICE OF
STATE HIGHWAY ENGINEER

FORM S-30 (REV. 10-59)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213
November 24, 1971

SUBJECT: Ross Island Bridge-
SE Reedway Section
Pacific Highway East
Contract No. 7463

To: R. L. Schroeder
Metropolitan Engineer
O F F I C E

ATTENTION: J. H. Versteeg

The enclosed letter from K. F. Jacobsen Company, Inc. is a request of Extension of Time for the execution of Price Agreements and Extra Work Orders.

This is the list of Price Agreements and Extra Work Orders.

Price Agreement No. 6 7-12-71 #1400

Additional concrete pavement removed:
18th Street 55 sq. yds.
GARY Harold Street 37 sq. yds.
BAKER Sheehan 24 Sq. yds.
Long Street 24 sq. yds.
Total 140 sq. yds.

Contractor asked for 3 days.

Recommend 3 days.

Price Agreement No. 7 7-29-71 #7505

LORD BROS. Installed 1602 lin. ft. of 8" perf. pipe along the left side across the big fill.

Contractor asked for 4 days.

Recommend 4 days.

Price Agreement No. 9 8-25-71 242.50

GARY BAKER 296 lin. ft. of curb south of Harold St. and excavated a strip 8' wide for additional widening. The work was done on September 22, 1971.

Contractor requested 1 day.

Recommend 1 day.

4

Price Agreement No. 11 10-8-71 $1,134.
Additional slope paving along the Big "C" Market in front of the Taco House.
K.F. JACOBSEN

Contractor requested 2 days.
Recommend 2 days.
Total P.A.'s Contractor requested 10 days.
" " Total days recommended 10 days.

Extra Work Order No. 4 3-1-71 $1000.
Remove retaining wall. ~~lower water service~~ ~~Sanit. sewer conn. at Patterson Prop.~~
March 4th 2 man hours worked.
April 29th 4½ man hours worked
GARY BAKER

Contractor requests 2 days.
Recommend 1 day.

Extra Work Order No. 5 3-8-71 $1,500
Remove and reinstall 15" and 18" sewer pipe.
Uncover gas and water lines to check grades.
LORO BROS January 27th . . . 20 man hours worked . . . no time charged.
March 4 - 28 man hours worked.
March 5 - 64 man hours worked.
Sept. 15- 16 man hours worked.

Contractor requests 3 days.
Recommend 3 days.

Extra Work Order No. 6 $1,100 3-23-71
Lower soffit forms and falsework for cantilever walk of retaining wall "A" at Taco House.
March 26th . . . . 28 man hours.
SHARP & ASSOC. March 27th . . . . 24 man hours.
March 30th . . . . 12 man hours.
April 26th . . . . 20 man hours.
April 27th . . . . 8 man hours.

Contractor requests 2 days.
Recommend 2 days.

Extra Work Order No. 8 6-16-71 $1500
Removal of brick planters and concrete stops and walk.
June 15 . . . 12 manhours.
GARY BAKER June 17 . . . 24 man hours.
No time was charged from June 1, to June 28, 1971.
Contractor requests 2 days.
Recommend 0 days.

Extra Work Order No. 10 8-13-71 #1,155

Construct retaining wall. Additional concrete walk.
Sept. 29th . . . 20 man hours.
K.F. JACOBSEN Sept. 30th . . . 24 man hours.
Oct. 1st . . . 4 man hours.

Contractor requests 3 days.
Recommend 2 days.

Extra Work Order No. 11 8-31-71 #580

Lower 7th Street 65' further back from Pacific Highway East.
After the Extra Work Order was approved, the contractor wanted to do the work as general excavation at bid price.
GARY BAKER Sept. 24, used pavement breaker, loader, trucks.
Excavated, rocked and paved in one day.

Contractor's request 1 day
Recommend 1 day

Extra Work Order No. 12 9-8-71 $1 350

Install 8" storm sewer under the sidewalk to inlets not called for on the plans.
Sept. 8th . . . 14 man hours
LORD BROS. Sept. 9th . . . 12 man hours
2 additional Type "P" inlets were constructed at Bid Prices in conjunction to the E.W.O.
Contractor requests 1 day
Recommend 1 day

Extra Work Order No. 13 9-10-71 $1 2,430

Additional excavation on 17th Street
LORD BROS AND GARY BAKER Re-adjust manholes
Worked 15 days, 276 man hours

Contractor requests 5 days
Recommend 5 days

Extra Work Order No. 14 10-14-71 $700

Construct sloping concrete nose on the retaining wall 519-520
K.F. JACOBSEN & SHARP Nov. 9th . . . 5 man hours
Nov. 10th . .16 man hours
Nov. 11th . .19 man hours
Nov. 12th . .12 man hours
Nov. 15th . . 4 man hours

The contractor worked on the project 56 man hours over a 5 day period.
Contractor requests 3 days
Recommend 3 days

Extra Work Order No. 16 and 17

Work on these two EWO's has not started.

The Contractor Requests	6 days	
Recommend		0 days
Totals	38 days	28 days

The time recommended is based on the time estimated to do the Price Agreements and Extra Work Orders and no consideration was given to the other work going on at the same time. It is my opinion that 28 days could be justified under these conditions.

J. E. Holland
Resident Engineer

JEH:pb

RECEIVED
JAN 17 1972

Salem, Oregon
January 12, 1972

11-168 (24)

MEMO TO THE FILES

7463

RE: Fill Slopes
Ross Island Bridge-S.E. Reedway Section
Multnomah County
Contract No. 7463

NOTED
A. E. JOHNSON

Potential fill slope problems on the Ross Island Bridge-S. E. Reedway Street project were discussed by phone with C. T. Christianson, FHWA Area Engineer, January 11, 1972. Currently, State forces are cleaning up eroded soil at the base of the fill. The State force work is being done on a non-participating basis.

Mr. Christianson and Pat O'Neil, Assistant Area Engineer, are in agreement that a slope failure potential exists on this project. They will recognize this possible future need formally on their final inspection report or final acceptance report with a statement that added work may be necessary to stabilize the slope. The future work, if required, may be done either by State forces or contract with Federal-aid participation.

Edgar L Johnsen

Edgar L. Johnsen
Special Studies and Chief Cost Engineer

ELJ:fw

cc: A. E. Johnson
F. D. Morgan
H. S. Coulter

RECEIVED
JAN 14 1972
OFFICE OF
STATE HIGHWAY ENGINEER

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

U-168(24)
7463

TO : Mr. George M. Baldwin, Administrator of Hwys
Salem, Oregon

DATE: January 11, 1972

In reply refer to: 10-35-DA

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project U-168(24)
Ross Island Bridge - SE. Reedway Street Section
State Force Order No. 9
Total Estimated Amount of the Order - $600
Federal Participation - $360

Reference is made to Mr. Young's letter of January 3, 1972 concerning the subject order.

The use of State Forces is approved as being in the public interest under provision of PPM 21-6.2 for the following reasons:

1. The contractor has completed his contract work and moved off the project.

2. The State has the necessary equipment and trained personnel to perform the work most economically.

Federal participation will be based on the actual cost for the guardrail installations. The estimated total costs of the work to be done under this order is $600 with Federal participation of $360.

Enclosure
State Force Order No. 9

1-14-72
REFERRED TO

RECEIVED
JAN 13 1972
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
JOM EDWARDS

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 910.222

RECEIVED
JAN 5 - 1972
FOR FILING

U-168(24)

7463

January 3, 1972

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97301

Federal-aid Project
No. U-168(24)

Dear Sir:

Herewith for your consideration and approval are copies of State Force Order No. 9, Contract No. 7463, covering installation of guardrail on the Sauvie Island Bridge - S. E. Reeder St. Section of the Pacific East Highway in Multnomah County.

This order covers installation of guardrail on the approach to the Milwaukie structure and additional guardrail in the installation at Ellis Street. The close proximity of the exposed end post to the travel lanes create a potential safety hazard to the traveling public.

This work is being done by state forces as the contractor has completed his contract work and moved off the project.

The estimated cost of this work is $600.00 with Federal participation in the amount of $360.00.

This work was tentatively recommended for approval by the Federal Highway Administration Assistant Area Engineer December 29, 1971.

Your approval as of December 29, 1971 is requested.

Very truly yours,

Tom Edwards
State Highway Engineer

By ORIGINAL SIGNED BY
R. D. ASBURRY

L. H. Young
Program and Planning Engineer

LHY:alc

RECEIVED
DEC 27 1971
FOR FILING

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

U-168(24)
7463

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE: December 13, 1971

In reply refer to: 08-35-DA

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project U-168(24)
Ross Island Bridge - NE. Reedway Street Section
State Force Order No. 7
Total Estimated Amount of the Order - $2,700
Federal Participation - $1,701

-M Conat 12-27-71

Reference is made to Mr. Young's letter of December 7 concerning the subject order.

The use of State Forces is approved as being in the public interest under provision of PPM 21-6.2 for the following reasons:

1. The contractor is neither properly equipped nor staffed to perform the work contemplated under the order.

2. The State has the necessary special equipment and trained personnel to perform the work most economically.

Reflectorized buttons to be installed should be in conformity to the requirements of the Manual on Uniform Traffic Control Devices and will thus be eligible for participation under the provision of Paragraph 6 of PPM 21-15.

Federal participation will be based on the agreed unit price for installation of reflector buttons. The estimated total cost of the work to be done under this order is $2,700 with Federal participation of $1,701.

Enclosure
State Force Order No. 7

RECEIVED
DEC 28 1971
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
A. E. JOHNSON

NOTED
JOM EDWARDS

Form A-103 (Rev. 8-70)

STATE COPY 6-11

OREGON STATE HIGHWAY DIVISION

APPROVED EFFECTIVE DATE 12-6-71
Contingent upon modification of project agreement if additional funds are required
BY [signature]
TITLE Dist. Engineer
DATE 12-2-71
FEDERAL HIGHWAY ADMINISTRATION

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Contract No. 1463

Order No. 7

Section Ross Is. Br.- S. E. Reedway St. Date [illegible], 1971

Highway Pacific East F.A.P. No. U 168 (24)

County Multnomah Prefix 26-1026 Account No. 278-07

Description of Work To Be Done: Install reflector buttons on traffic lane lines.

Location by Station Numbers: Entire length of the project.

Estimate of Quantities and Costs:

Labor	$ 600.00
Equipment	50.00
Materials	2,050.00
Total	$2,700.00

Explanation: Install one reflector button at the beginning of each skip-line of the lane lines.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After final approval, two copies will be sent to the Regional Engineer and one copy to the Resident Engineer.

Project authorization	$1,699,166.25
Present estimate of project cost, including $2,700.00 for work under this order	$1,531,572.09
Expected under-run (amount)	$ 167,594.16
Expected under-run (per cent)	9.86

Space to right of this line is for use of Salem Office

Submitted by: J.E. Holland, Resident Engineer

Approval Recommended: [signature], Regional Engineer

Approval Recommended: [signature] For: Construction Engineer or Bridge Engineer

Approved: R. D. Anthony, Programs and Planning Construction Engineer

STATE COPY

Form E-208 (Rev. 11-70)

11-11-8(2-1)
7463

OREGON STATE HIGHWAY DIVISION

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED EFFECTIVE DATE 11-26-71
Contingent upon modification of project agreement if additional funds are required
BY [signature]
TITLE Dist. Engineer
DATE 12-31-71
FEDERAL HIGHWAY ADMINISTRATION

Project Name Ross Island Br.- SE Reedway St. Date 12-22, 1971

Highway Pacific East Contract No. 7463

County Multnomah Prefix 26-1026

Contractor K.F. Jacobsen & Co., Inc. F. A. Project No. U-168 (24)

Address 2611 S.E. 4th Ave., Portland, Ore. 97202 Order No. 18

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Slide Removal and Maintenance

L Comstock 12-23-71

Location by station numbers:

"L" 498 to 515 Lt.

NOTED
A. E. JOHNSON

RECEIVED
DEC 23 1971
OFFICE OF
STATE HIGHWAY ENGINEER

Estimate of quantities and cost:

Labor and Equipment- $4,000.00

NOTED
TOM EDWARDS

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Removal of the mud slide across the S. P. Railroad tracks at the base of the big fill. Cleanup and Maintenance of the slide encroachment on the Railroad R/W.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After final approval of the order, the Salem office will send one copy to the contractor, one to the Regional Engineer and one to the Resident Engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$1,699,166.25	
Present estimate of project cost, including $4,000.00 for work under this order	$1,548,072.09	
Expected under-run / over-run amount	$151,094.16	
Expected under-run / over-run per cent	8.9	

Submitted by: [signature] J.E. Holland, Resident Engineer

Approval Recommended: [signature] Construction Engineer / Bridge Engineer

Approval Recommended: [signature]

Approved For: ORIGINAL SIGNED BY R. D. ASSBURY, Commission Engineer.

FORM E-[illegible]

(1-168(24)
741-3

STATE COPY 6-1P

OREGON STATE HIGHWAY DEPARTMENT

APPROVED EFFECTIVE DATE 11-18-71
Contingent upon [illegible]
ject agreement if additional funds are
required.

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

TITLE Dist. Engineer

DATE 12-6-71

FEDERAL HIGHWAY ADMINISTRATION

Project Name Ross Island Bridge-SE Roadway Section Date November 8 1971

Highway Pacific East Contract No. 7463

County Multnomah Prefix 26-1026

Contractor K. F. Jacobsen F. A. Project No. U-168(24)

Address 2611 SE 4th Street Portland, Oregon 97202 Order No. 17

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Revise the radii on the SW corner of McLoughlin and 17th Street. RePlace the 50' and 15 radii with a 20' radius curve adjust the Pedestrian walk signals.

Location by station numbers:

Lt. of 489+50.

NOTE
A. E. JOHNSON

RECEIVED
DEC 8 1971
OFFICE OF
STATE HIGHWAY ENGINEER

Estimate of quantities and cost:

Labor	$500
Materials	450
Equipment	150
Total	$1,100

To Consult
12-8-71

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

The original plan conflicted with the Pedestrian walk plan. It left Mitchell Street open for a possible accident.
This work will improve the Pedestrian walk pattern and eliminate Mitchell cross traffic on 17th Street.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$1,699,166.25
Present estimate of project cost, including $1,100 for work under this order	$1,558,501.65
Expected under-run ~~over-run~~ amount	$140,664.60
Expected under-run ~~over-run~~ per cent	8.28

Space to right of this line is for use of Salem Office

RTD
TOM EDWARDS

Submitted by: J.E. Holland
Resident Engineer

Approval Recommended: J H Versteeg
Division Engineer

Approval Recommended: [signature]
Construction Engineer or ~~Bridge Engineer~~

Approved: R. D. Hoffman
~~Deputy State Highway Engineer, Assistant State Highway Engineer or~~ Office Engineer.
Program and Planning

SP*6291-724

Form S-23-1M

(I-168(24))
-1:3

STATE COPY 61P

OREGON STATE HIGHWAY DEPARTMENT

APPROVED EFFECTIVE DATE 10-28-71
Contingent upon modification of project agreement if additional funds are required
BY [signature]
TITLE Dist. Engineer
DATE October 27, 1971
FEDERAL HIGHWAY ADMINISTRATION

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Ross Island Bridge-SE Reedway St. Section — Date 11/6/71
Highway Pacific East — Contract No. 7463
County Multnomah — Prefix 26-1026
Contractor K. F. Jacobsen & Company, Inc. — F. A. Project No. U-168(24)
Address 2611 S.E. 4th Avenue, Portland 97202 — Order No. 16

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Construct a modified type "C" curb-retaining wall. 9" top 2/12 slope, 24" to 42" high

NOTED
A. E. JOHNSON

RECEIVED
NOV 17 1971
OFFICE OF
STATE HIGHWAY ENGINEER

Location by station numbers:

553+50 - 553+85 rt.
485+85 - 486+05 rt.

Estimate of quantities and cost:

Labor	$450.00
Material	440.00
Equipment	230.00
Total	$1,120.00

NOTED
TOM EDWARDS

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Contract plans show type "C" curb for this area. 553+50 to 553+85. But slope and elevation differences between the two sidewalks, the Standard Type "C" curb is impractical, 485+85 to 486+05, the curb behind the sidewalk to contain the planting area is not part of the original contract.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$1,699,166.25
Present estimate of project cost, including $1,120.00 for work under this order	$1,558,837.45
Expected under-run amount	$140,328.80
Expected under-run per cent	8.26%

Space to right of this line is for use of Salem Office

Submitted by: J.E. Holland — Resident Engineer
Approval Recommended: [signature] — Construction Engineer or Bridge Engineer
Approval Recommended: J H Huntley — Division Engineer
Approved: R. O. Ahrens — Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer

SP*0301-734

To Constr 11-17-71
Program and Planning

Form E-308—6M

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

APPROVED EFFECTIVE DATE 11-2-71
Contingent upon modification of project agreement if additional funds are required.
BY [signature]
TITLE Dist. Engineer
DATE October 22, 19 71
FEDERAL HIGHWAY ADMINISTRATION

11-168(24)
7463

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Ross Island Bridge-SE Reedway Street — Date
Highway Pacific East — Contract No. 7463
County Multnomah — Prefix 26-1026
Contractor K. F. Jacobsen & Company, Inc. — F. A. Project No. U-168(24)
Address 2611 S.E. 4th Avenue, Portland, Oregon 97202 — Order No. 15

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Protection and direction of traffic.

NOTED
A. E. JOHNSON

RECEIVED
NOV 18 1971
OFFICE OF
STATE HIGHWAY ENGINEER

To Comptr 11-19-71

Location by station numbers:

Union Avenue viaduct.

Estimate of quantities and cost:

Labor	$460
Equipment	20
Material	20
	$500

NOTED
TOM EDWARDS

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

To control traffic while the Contractor constructs the median island from the end of the project, north across the viaduct. This work is outside the project limits. The island will be constructed under contract bid price for concrete island.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$1,699,166.25
Present estimate of project cost, including $500.00 for work under this order	$1,554,741.45
Expected under-run amount	$144,424.80
Expected under-run per cent	8.5

Space to right of this line is for use of Salem Office

Submitted by: J.E. Holland, Resident Engineer — Approval Recommended: [signature], Construction Engineer or Bridge Engineer

Approval Recommended: [signature], Division Engineer — Approved: R.D. Adams, Program and Planning Engineer, Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer

SP*6331-714

Form E-208—8M

(U-168(24))
7463

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED EFFECTIVE DATE 2-2-71
Contingent upon modification of project agreement if additional funds are required.
BY [signature]
TITLE Dist. Engineer
DATE 11-4-71
FEDERAL HIGHWAY ADMINISTRATION

Project Name Ross Island Bridge - S. E. Reedway Street
Highway Pacific East
County Multnomah
Contractor K. F. Jacobsen & Co., Inc.
Address 2611 S. E. Fourth Ave., Portland, Oregon 97202

Date October 14, 1971
Contract No. 7463
Prefix 26-1026
F. A. Project No. U-168(24)
Order No. 14

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: To construct concrete transition nose on south end of retaining wall as shown on accompanying drawing. This work will involve excavating, forming, pouring concrete nose and backfilling.

NOTED
A. E. JOHNSON

Contd. 11-10-71

Location by station numbers:

24 ft. concrete nose located 67 ft. Rt. of "L" Line from Sta. 519+76 to 520+00.

Estimate of quantities and cost:

NOTED
TOM EDWARDS

Labor	$ 450.00
Material	150.00
Equipment	100.00
Total	$ 700.00

RECEIVED
NOV 5 1971
STATE HIGHWAY ENGR.

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

This concrete nose was not shown in original plans. It is necessary from a safety stand-point. If transition nose is not added an extremely hazardous condition would exist whereby a vehicle could leave road and strike end of retaining wall headon.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$1,699,166.25
Present estimate of project cost, including $ 700.00 for work under this order	$1,634,221.45
Expected under-run / over-run amount UNDERRUN	$ 64,944.80
Expected under-run / over-run per cent UNDERRUN	3.82%

Space to right of this line is for use of Salem Office

Submitted by: Jerry C. Street, Resident Engineer

Approval Recommended: [signature], Assistant Division Engineer

Approval Recommended: Walter L. Hart, Construction Engineer or Bridge Engineer

Approved: [signature], Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.
Program and Planning

SP 23577-734

RECEIVED
OCT 6 - 1971
FOR FILING
11-168(24)
7463

MARWAIS STEEL COMPANY

One Barrett Avenue • P.O. Box 1208 • Richmond, Calif. 94802
Telephone 524-7311 • Cable Address: Waismar

September 29, 1971

CERTIFIED MAIL NO. 371960, 371961, 371962

RETURN RECEIPT REQUESTED XXX

Re: Oregon State Contract 7463
Ross Island Bridge
S. E. Reedway

K. F. Jacobsen
2611 S. E. Fourth Avenue
Portland, Oregon

Gentlemen:

This is to advise you that on Sept. 24, 1971 we shipped Highway Guard Rail material for installation on the above project to Coral Corporation of Portland, Oregon, a sub-contractor for your firm on this project. This material was billed on our invoice no. 9-058, dated 9/24/71 in the amount of $ 5,949.59.

This advice is a routine procedure followed by this Company and is not a refection of the credit standing of your sub-contractor.

Very truly yours,

MARWAIS STEEL COMPANY

James E. Cameron

James E. Cameron
Credit Manager

NOTED
FLOYD OLIVER

JEC:cb

CC: Coral Corporation
Sub-contractor
State of Oregon

RECEIVED
OCT 4 - 1971
OREGON
STATE HIGHWAY COMMISSION

Form B-900—6M

STATE COPY S-IP

OREGON STATE HIGHWAY DEPARTMENT

APPROVED EFFECTIVE DATE 9-22-71
Contingent upon modification of project agreement if additional funds are required
BY [signature] Dist. Engineer
TITLE
DATE 9-24-71
FEDERAL HIGHWAY ADMINISTRATION

U-168(24)

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Ross Island Bridge-SE Reedway Street Section Date September 10 1971

Highway Pacific East Contract No. 7463

County Multnomah Prefix 26-1026

Contractor K. F. Jacobsen & Company, Inc. F. A. Project No. U 168(24)

Address 2611 S.E. 17th Avenue, Portland, Oregon 97202 Order No. 13

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Additional excavation and curb removal at 17th Avenue and adjustments of manholes.

Location by station numbers:

Sta. 490 lt.

NOTED
TOM EDWARDS

Estimate of quantities and cost:

Labor	$1,100.00
Equipment	1,330.00
Total	$2,430.00

Replacement materials to be paid for at unit bid price.

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

The need for the additional excavation and curb removal at 17th and the manhole adjustments was caused by adjustment of the finish grades.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$1,699,166.25
Present estimate of project cost, including $2,430.00 for work under this order	$1,612,297.45
Expected under-run ~~over-run~~ amount	$ 86,868.80
Expected under-run ~~over-run~~ per cent	5.11%

Space to right of this line is for use of Salem Office

Submitted by: J. E. Holland
Resident Engineer

Approval Recommended: [signature]
Construction Engineer or Bridge Engineer

Approval Recommended: [signature]
Division Engineer

Approved [signature]
Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.
Construction

10-1-71

STATE COPY G-15

Form E-208 (Rev. 11-70)

OREGON STATE HIGHWAY DIVISION

APPROVED EFFECTIVE DATE 9-27-71
Contingent upon modification of project agreement if additional funds are required
BY [signature]
TITLE Dist. Engineer
DATE 9-28-71
FEDERAL HIGHWAY ADMINISTRATION

U-168(24)

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Ross Island Bridge-SE Reedway Street Date September 8, 1971

Highway Pacific East Contract No. 7463

County Multnomah Prefix 26-1026

Contractor K. F. Jacobsen & Comapny, Inc. F. A. Project No. U-168(24)

Address 2611 S.E. Fourth Ave., Portland, Oregon 97202 Order No. 12

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Excavate trench, place 8" C.S.P. and backfill trench.

Location by station numbers:

Sta. 551+65 and Sta. 557

Estimate of quantities and cost:

Material	$ 50.00
Labor	230.00
Equipment	70.00
Total	$350.00

NOTED
TOM EDWARDS

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

The pipe will have to be placed under the sidewalk to provide drainage from behind the walk. The excavation and backfilling will have to be performed while the walk is in place. This work is not called for in the plans.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After final approval of the order, the Salem office will send one copy to the contractor, one to the Regional Engineer and one to the Resident Engineer.

Project authorization	$ 1,699,166.25
Present estimate of project cost, including $ 350.00 for work under this order	$ 1,609,867.45
Expected under-run amount	$ 89,298.80
Expected under-run per cent	5.25

Space to right of this line is for use of Salem Office

Submitted by: [signature] J.E. Holland, Resident Engineer

Approval Recommended: [signature] For: Construction Engineer or Bridge Engineer

Approval Recommended: [signature]

Approved [signature] Construction Engineer. 10-1-71

11-168(24)

STATE COPY

APPROVED EFFECTIVE DATE 7-13-71
Contingent upon modification of project agreement if additional funds are required

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

BY _____
TITLE _____
DATE _____

TO BE PERFORMED ON FORCE ACCOUNT BASIS

FEDERAL HIGHWAY ADMINISTRATION

Project Name Ross Island Bridge-S. E. Reedway Street Section
Highway Pacific East
County Multnomah
Contractor K. F. Jacobsen & Company, Inc.
Address 2611 S.E. Fourth Avenue, Portland, Ore. 97202

Date August 31, 1971
Contract No. 7163
Prefix 26-1026
F. A. Project No. U 168(24)
Order No. 11

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Excavate and dispose of 150 cubic yards of existing A.C. and subgrade materials. 65' x 36' x 1.75'

Location by station numbers:

The intersection of 7th Avenue and Pacific Highway East.

NOTED
A. E. JOHNSON

Estimate of quantities and cost:

Equipment	$380
Labor	$200
	$580.00

SEP 2 - 71

NOTED
TOM EDWARDS

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

The excavation of this area was not indicated on the plans. The excavation of this portion of 7th Avenue is required to match the new grade on Pacific Highway East.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will return one copy to the contractor, one to the district engineer and one to the resident engineer.

Project authorization	$1,699,166.25
Present estimate of project cost, including $580 for work under this order	$1,609,918.27
Expected under-run amount	$89,247.98
Expected under-run per cent	5.25

Space to right of this line is for use of Salem Office

Submitted by: J. E. Holland, Resident Engineer

Approval Recommended: _____, Construction Engineer or Bridge Engineer

Approval Recommended: _____, Division Engineer

Approved: _____, Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.

COPY

FHWA-734

RECEIVED
AUG 24 1971
UTILITY UNIT
FOR FILING

OREGON STATE HIGHWAY DIVISION

U-168(24)
7463

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6511

TOM McCALL
GOVERNOR

August 24, 1971

Portland Traction Company
1800 S. E. Water Avenue
Portland, Oregon 97214

ATTENTION: Mr. F. V. Schlaf

Re: Seeding and Mulching
Ross Island Bridge-Roadway Section
Pacific Highway East
Multnomah County
Contract No. 7463
Project No. U-168(24)
Your File: A

Gentlemen:

This is in reply to your letter dated August 20, 1971, wherein you inquire about seeding the new fill in the Holgate area above your tracks.

This is to advise that this slope will be seeded and mulched early this fall and when the grass takes root should control erosion adequately.

Very truly yours,

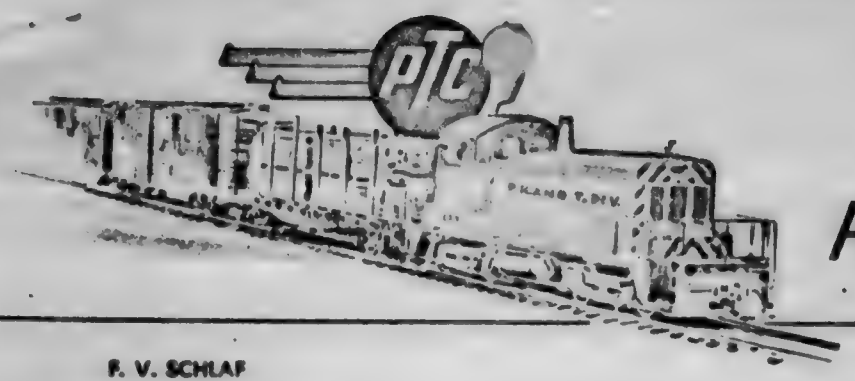
F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Railroad and Utility Engineer

TWL:dl

cc: A. E. Johnson w/copy of letter
R. L. Schroeder "
J. E. Holland "
Jack Hesla "

RECEIVED
AUG 24 1971
OFFICE OF
STATE HIGHWAY ENGINEER



PORTLAND'S OWN RAILROAD

PORTLAND TRACTION COMPANY

F. V. SCHLAF
Superintendent - Traffic Manager

1800 S.E. WATER AVE. • Phone 233-5481
PORTLAND, OREGON 97214

August 20, 1971

File A

Mr. T. W. Litchfield
Railroad & Utility Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Ted:

This refers to the construction of Ross Island Bridge-Reedway Street Section, Pacific Highway East, Project No. U-168 (24).

Am wondering if your plans call for seeding the embankment where new fill has been placed in the Holgate area to prevent erosion.

Will appreciate your advising.

Very truly yours,

F. V. Schlaf

FVS mm

Superintendent-Traffic Manager

Routing

Morgan
Decker
Bond
Walker
Boehme
Johnsen

RECEIVED
AUG 23 1971
CONSTRUCTION DIVISION

Litchfield

bc R. L. Porter
Tom Edwards
A. E. Johnson
F. D. Morgan

RECEIVED
AUG 19 1971
FOR FILING

OREGON STATE HIGHWAY DIVISION

NOTED
R. L. PORTER

14-1684
T463

HIGHWAY BUILDING • SALEM, OREGON • 97310

August 18, 1971

Mr. Lloyd E. Anderson
Commissioner of Public Works
1220 S.W. 5th Avenue
Portland, Oregon 97204

Attention: Mr. William S. Lind
Chief of Operations

Gentlemen:

In reply to your August 4 letter and our subsequent discussions of August 17 regarding street closures in the Brooklyn area lying between Powell Boulevard and Holgate Boulevard on the Ross Island Bridge-Reedway Section of the Pacific Highway East (US 99E) within your city, I will attempt to relate our position on this matter.

On July 18, 1967, the State Highway Commission held a public hearing on this section of the Pacific Highway East in your City Council chambers. Prior to that date, meetings were held with Messrs. Fowler, Wendt, and Bergstrom of your staff with tentative concurrence for closure of various streets in this vicinity. On December 21, 1967, City Ordinance No. 125946 authorized execution of an agreement between City and State relative to closures of various streets on this section. Under date of September 11, 1970, a contract was awarded for construction of this project, which is currently under way with estimated completion in latter 1971. We wish to advise you that pursuant to various requests of the City that changes were made on various street closures or connections due to ingress and egress in this vicinity. In reference to your letter of August 4 pertaining to the request of some 600+ persons regarding closures of various streets, we wish to indicate that this is a matter of City ordinance and if a street closure hearing is desired by the City, the State need not be a party to such.

maint. Hwy. Mgr. Lind Cty St Portland

RECEIVED
AUG 18 1971
OFFICE OF
STATE HIGHWAY ENGINEER

I must mention at this time that S.E. Franklin Street must remain open to provide continuity of travel between Powell Boulevard (US 26) and McLoughlin Boulevard (US 99E). It is apparent that if the City is desirous of closures of various other streets, this could be accomplished by the closure of Haig, Rhone, Center, Reynolds, and possibly 7th Avenue. I must further mention that all rights-of-way have been acquired pursuant to the agreement between State and City of January 23, 1968, and in that event, if any of the above-named streets are to be closed, cul-de-sacs would most likely be requested on Center and Reynolds Streets for fire control or other reasons. If such is to be the case, the City of Portland would have to acquire the additional right-of-way for the construction of these cul-de-sacs by State.

We request your earliest review and consideration of this matter and a reply to this office as to what action you desire taken in its regard.

Very truly yours,

R. L. Porter
State Highway Engineer

By

D. N. Harwell

D. N. Harwell
Coordinating Engineer
County and City Section

DNH:lat

cc: F. B. Klaboe (per Assignment 4315)
R. L. Schroeder
Wayne Oberding, City of Portland

CITY OF PORTLAND

INTER-OFFICE CORRESPONDENCE

(NOT FOR MAILING)

Hwy 1E 2163.4
Portland

From George Yerkovich, City Auditor

To Department of Public Works

Addressed to Commissioner Lloyd Anderson

Subject Letter from Mrs. Don Eckton re S. E. Rhone & Franklin Streets widening

July 21, 1971

Dear Commissioner:

Attached is copy of letter to Peggy Eckton with a letter from Roselee Cornell, 3606 S. E. 10th, and a letter from the Southeast Uplift Advisory Committee.

I am holding the petition with 629 signatures in this office. If for any reason you need this petition, we will forward same to you.

Please advise us of the disposition of this matter.

Very truly yours,

George Yerkovich

Auditor of the City of Portland

GY:lbt
Encl. 3

RECEIVED
COUNTY & CITY SECTION
AUG 12 1971
☐ ENGR. ☑ CSSR. ☐ CE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

PUBLIC WORKS
JUL 21 1971
Commissioner's Office

CITY OF PORTLAND SOUTHEAST UPLIFT PROGRAM
4312 S.E. HAWTHORNE BOULEVARD PORTLAND, OREGON 97215 PHONE 233-0293 233-0237

July 20, 1971

Mr. George Yerkovich
City Auditor, City of Portland
City Hall
Portland, Oregon

Dear Mr. Yerkovich:

The residents of the Brooklyn area of southeast Portland have given ample evidence to the Southeast Uplift Advisory Committee that a vast majority is in opposition to widening of SE Rhone Street and SE Franklin Street at their intersections with SE McLoughlin Blvd. It is their opinion that such widening would increase traffic through their residential neighborhood to a detrimental degree and they propose that all streets now opening onto McLoughlin Blvd. between SE Powell Blvd. and SE Holgate be closed in such a way as to allow no traffic to enter or leave via McLoughlin Blvd.

The Southeast Uplift Advisory Committee is in complete agreement with the principles of this proposal and hereby offers this letter to City Council in unanimous support of the Brooklyn residents.

Sincerely,

Art Stubbs

Art Stubbs, Chairman
Southeast Uplift Advisory Committee

AS/HL:mt

RECEIVED
COUNTY & CITY SECTION
AUG 12 1971
☐ ENGR. ☐ C.O.R. ☐ CE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

Portland, Oregon
July 20, 1971

Mr. George Yerkovich
City Auditor
City Hall
Portland, Oregon 97204

Dear Mr. Yerkovich:

We, the citizens of the Brooklyn area, are requesting a public hearing with the Mayor and City Council in regard to the proposed widening of Rhone and Franklin Streets, connecting with McLoughlin Blvd.

At the present time we have approximately 629 signatures of residents petitioning the City of Portland and the State Highway Department to close all streets between Holgate Street and Powell Boulevard that enter into the Brooklyn area from McLoughlin Blvd.

We would appreciate an immediate response to this request, since time is of the essence in this matter.

Very truly yours,

Roselee Cornell

Roselee Cornell
3606 S.E. 10th Avenue

Peggy Colton
3626 SE 10 Ave
1818 SE Division

RECEIVED
COUNTY & CITY
AUG 12 1971
ENGR. [illegible] UE
UPE [illegible] RE RPE

Form B-600-SM

STATE COPY G-1P

OREGON STATE HIGHWAY DEPARTMENT

APPROVED EFFECTIVE DATE 8-13-71
Contingent upon modification of project agreement if additional funds are required
BY [signature]
TITLE Dist. Engineer
DATE Aug. 30, 1971
FEDERAL HIGHWAY ADMINISTRATION

11-168(24)
7463

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Ross Island Br.-S.E. Roadway Street Date August 13, 1971

Highway Pacific East Contract No. 7463

County Multnomah Prefix 26-1026

Contractor K. F. Jacobsen & Company, Inc. F. A. Project No. U-168(24)

Address 2611 S. E. 4th Ave. Portland, Oregon 97202 Order No. 10

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Construct Ret. Wall and 4" P.C.C. concrete surfacing.

Construction 9-3-71

Location by station numbers:

North side of Franklin St.
Sta. 2+50.

NOTED
A. E. [illegible]

Estimate of quantities and cost:

Labor	$775.00
Equipment	80.00
Material.	300.00
	$1,155.00

NOTED
TOM EDWARDS

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

This work is not included in the plans. During the grading work for the curb and sidewalk, it was necessary to remove the foundation material in front of the rock wall.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$1,699,166.25
Present estimate of project cost, including $1,155.00 for work under this order	$1,609,021.60
Expected under-run ~~overrun~~ amount	$90,144.65
Expected under-run ~~overrun~~ per cent	5.30

Space to right of this line is for use of Salem Office

Submitted by: [signature] J.E. Holland, Resident Engineer

Approval Recommended: _____ Construction Engineer or Bridge Engineer

Approval Recommended: [signature] Division Engineer

Approved _____ Deputy State Highway Engineer

9-3-71

RECEIVED
AUG 16 1971
FOR FILING

U-168(24)
7463

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
August 6, 1971

To: Memo to the File

SUBJECT: Traffic Congestion
Ross Island - SE Reedway
SE McLoughlin Blvd.

It was reported that AM traffic congestion on August 4, 1971, on SE McLoughlin Blvd. was caused by paving operations. There were no paving operations on this date that could possibly have interfered with the free flow of traffic. All other aspects of the contractor's operations were reviewed and there should have been no interference that would cause any traffic congestion problem.

There was congestion for inbound traffic on August 5, 1971. No contractor's operations were allowed even adjacent to the travel lanes during peak hours on this date. At 6:30 a.m. when I first arrived on the job, traffic lines extended from the signal at SE 17th Avenue back to Bybee Blvd. During the morning peak hours the tail end of the line held fairly even at this location.

Recent planned concrete removal at the intersection of 17th & McLoughlin has taken out two of the loop detectors at this signal. This condition, plus the help of the city technicians, plus some malfunctioning parts in this signal installation seemed to have caused the problem.

On August 6, 1971, there was no traffic congestion during the morning peak on this section of SE McLoughlin. No further problems are anticipated due to the causes mentioned. This office appreciates the time and effort put in to getting these signals operating smoothly again.

Under the terms of our contract, signals at SE Harold, SE 17th Avenue, and SE Holgate on the four lane section will be removed. New signal installations to fit the six lanes section will be installed at these locations. With the volumes of traffic on SE McLoughlin Blvd. this is going to be extremely difficult to do without further upsets in peak hour traffic.

NOTED
A. E. JOHNSON

GPO 924478 784

Needless to say, every effort will be made to make this transition as smooth as possible. Recent experience does indicate that even the slightest interference with these traffic volumes can cause major congestion problems.

R. L. Schroeder
Metropolitan Engineer

by ORIGINAL SIGNED BY
J. H. VERSTEEG

J. H. Versteeg
Assistant Metropolitan Engineer

JHV:cw
cc: A. E. Johnson
Ed Hunter
F. D. Morgan
L. W. Rulien
Ed Holland
Jerry Street
Dennis Peterson

RECEIVED
AUG 9 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 10 1971
FOR FILING

U-168(24)
1463

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
August 5, 1971

To: Ed Holland
Resident Engineer

SUBJECT: Traffic Control
Ross Island - Reedway Section
SE McLoughlin Blvd.

NOTED
A. E. JOHNSON

As we have previously discussed, any interference with traffic through this project during peak hours must not be permitted. No work adjacent to the travel lanes can be allowed until after 9:00 a.m. northbound, or after 4:00 p.m. southbound. If traffic is unusually heavy or congestion developes, the inspector must take steps to shut down the contractor's operation until traffic is cleared out.

Traffic congestion the last two mornings has further emphasized the critical nature of this problem. While neither the contractor nor your people were responsible for the tie-up, we will get the credit for whatever happens.

Please discuss this with your inspectors and party chief. Remind them how sensitive this is and how important it is for them to take immediate and positive steps to control the contractor's operation if necessary.

R. L. Schroeder
Metropolitan Engineer

by

ORIGINAL SIGNED BY
J. H. VERSTEEG

J. H. Versteeg
Assistant Metropolitan Engineer

JHV:cw
cc: Jerry Street
F. D. Morgan
L. W. Rulien
A. E. Johnson

RECEIVED
AUG 6 1971
OFFICE OF
STATE HIGHWAY ENGINEER

SP 952475-724

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AUG 4 1971
FOR FILING

OREGON STATE HIGHWAY DIVISION

METROPOLITAN SECTION
5821 N. E. Glisan Portland, Oregon 97213 Phone 229-6971

4-168(24)
7463

July 30, 1971

K. F. Jacobsen Co., Inc.
1107 N. Russell
Portland, Oregon

Re: Contract 7463

Gentlemen:

We are concerned by the apparent lack of work underway on this contract. Only 100 tons of Bituminous Base was placed on July 28 and none had been placed up to 2:30 p.m. on July 29. Much of the concrete curb still remains to be done and no one has worked on curbs the last couple of days.

We would appreciate getting a firm schedule on the project including anticipated daily quantities. Unless great emphasis is placed on getting this project completed, we will again be faced with the prospect of paving in the rain.

Very truly yours,

R. L. Schroeder
Metropolitan Engineer

by

ORIGINAL SIGNED BY
J. H. VERST

J. H. Versteeg
Assistant Metropolitan Engineer

JHV:cw
cc: Ed Holland
bc: F. D. Morgan
A. E. Johnson

NOTED
A. E. JOHNSON

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AUG 2 1971
OFFICE OF
STATE HIGHWAY ENGINEER

(1-168(24))

STATE COPY

G-1P

Form E-208 (Rev. 11-70)

RECEIVED
JUL 30 1971
OFFICE OF
STATE PUBLIC SERVICE

7463

APPROVED EFFECTIVE DATE 2-[illegible]
Contingent upon modification of [illegible]
just agreement if additional funds are
required

BY [signature]

TITLE Dist. Engr.

DATE 29 JUL 1971

FEDERAL AID [illegible]

OREGON STATE HIGHWAY DIVISION

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Ross Island Bridge-SE Roadway Street Date July 14, 1971

Highway Pacific East Contract No. 7463

County Multnomah Prefix X 26-1026

Contractor K. E. Jacobsen & Company, Inc. F. A. Project No. U-168(24)

Address 2611 SE 4th Ave. Portland, Ore. 97202 Order No. 9 Supplemental

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Re-connect 6" sanitary sewer lines which were severed during grading operations.

Location by station numbers:

554+20 and 553+60

Estimate of quantities and cost:

Labor	$150.00
Equipment	40.00
Material	120.00
	$310.00

First Authorization	$400.00
This Supplemental plus	310.00
Total	$710.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Construction plans did not indicate sanitary service in these areas.

This work has been completed.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After final approval of the order, the Salem office will send one copy to the contractor, one to the Regional Engineer and one to the Resident Engineer.

Project authorization $1,699,166.25

Present estimate of project cost, including $ 310.00 for work under this order $1,615,720.79

Expected under-run ~~over-run~~ amount . . . . . $

Expected under-run ~~over-run~~ per cent . . . . . .

Space to right of this line is for use of Salem Office

Submitted by: [signature] J. F. Holland, Resident Engineer

Approval Recommended: [signature], Regional Engineer

Approval Recommended: [signature], For: Construction Engineer or Bridge Engineer

Approved [signature], Construction Engineer 8-2-71

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JUL 19 1971

FOR FILING

Files

FHWA-121 (12-67)

UNITED STATES GOVERNMENT

Memorandum

U-168(24)
7416

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE: July 2, 1971

In reply refer to: 08-35-DA

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

NOTED
A. E. JOHNSON

SUBJECT: Oregon Project U-168(24)
Ross Island Bridge - Southeast Reedway Street
State Force Order No. 4
Total Estimated Amount of the Order - $3900
Federal Participation - $2457

Delivered to Mr. Young by to Green 7-8-71

Reference is made to Mr. Young's letter of June 21 concerning the subject order.

The use of State Forces is approved as being in the public interest under provision of PPM 21-6.2 for the following reasons:

1. The contractor is neither properly equipped nor staffed to perform the work contemplated under the order.

2. The State has the necessary equipment and trained personnel to perform the work most economically.

Signing to be performed should be in conformity to the requirements of the Manual on Uniform Traffic Control Devices and will thus be eligible for participation under the provisions of paragraph 6 of PPM 21-15.

Federal participation will be based on the actual cost for the signing. The estimated total costs of the work to be done under this order is $3,900 with Federal participation of $2,457.

Enclosure
State Force Order #4

NOTED
TOM EDWARDS

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JUL 7 1971
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Form A-[illegible]

STATE COPY

G-11

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Contingent upon modification of project agreement if additional funds are required

BY L. J. Vaiden

TITLE Dist. Engineer

DATE 7-2-71

FEDERAL HIGHWAY ADMINISTRATION Order No.

Project Name Ross Island Br. - S.E. Reedway St. Section Date June 10, 19 71

Highway Pacific Highway East Contract No. 7463 F. A. Project No. U-168(24)

County Multnomah Prefix 26-1026 Account No. 276-04 274-04

Description of Work To Be Done: Install permanent control signs shown on Drawing No. 27068.
Install 3 temporary directional signs for Holgate traffic.

Location by Station Numbers:

Throughout Project.

Estimate of Quantities and Costs:

Labor	$ 1,000.00
Equipment	150.00
Material	2,750.00
Total	$ 3,900.00

Explanation: Work to be done by State sign crew. $7,500 provided in authorization for signing. Temporary directional signing required for opening of Holgate "jughandle". Permanent directional signing to be installed under future contract.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$1,699,166.25
Present estimate of project cost, including $ 3,900.00 for work under this order	$1,638,523.70
Expected under-run / over-run (amount) UNDER	$ 60,642.55
Expected under-run / over-run (per cent) UNDER	3.57%

Space to right of this line is for use of Salem Office

Submitted by: Harry W. Reed Resident Engineer

Approval Recommended: Construction Engineer or Bridge Engineer

Approval Recommended: J. H. Veatch Division Engineer

Approved: Construction Engineer.

RECEIVED
JUN 22 1971
FOR FILING

U-168(24)
7463

June 21, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Contract 7463
Prefix 26-1036
FAP U-168(24)

Dear Sir:

Herewith for your consideration and approval are copies of State Force Order No. 4 covering permanent and temporary signing on the Ross Island Bridge-S. E. Roadway Street Section of the Pacific East Highway in Multnomah County.

Permanent signs are necessary at various locations throughout the project. Temporary directional signs are needed for the Holgate traffic until such time as work on a future project in this area is completed. At that time, the salvage value of the directional signs will be determined and an appropriate credit will be made.

The contractor is neither properly equipped nor staffed to perform the work contemplated under this order. The State has the necessary special equipment and trained personnel to perform the work most economically and expeditiously.

The estimated total cost of the work to be done under this order is $3,900 with Federal participation of $3,510. Reimbursement on an actual cost basis is requested.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer on June 16, 1971.

Your approval as of June 16, 1971 is requested.

Very truly yours,

R. L. Porter
State Highway Engineer

By

John A. Bond
Construction Administration Engineer

JR:fw:kw

U-168(24)

RECEIVED
JUL 6 1971
OFFICE OF
STATE HIGHWAY ENGINEER

7163

Form E-305 (Rev. 11-70)

STATE COPY G-1P

OREGON STATE HIGHWAY DIVISION

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED EFFECTIVE DATE 6-18-71
Contingent upon [illegible] agreement if additional funds are required.
BY [signature]
TITLE Dist. Engineer
DATE 7-2-71
FEDERAL HIGHWAY ADMINISTRATION

Project Name Ross Island Bridge-SE Roadway Date 6-18, 1971

Highway Pacific East Contract No. 7163

County Multnomah Prefix 26-1026

Contractor K. F. Jacobsen F. A. Project No. U-168(24)

Address 2611 S.E. 4th Avenue, Portland, Ore. 97202 Order No. 9

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Reconnect six inch sanitary sewer line service which was severed during grading operations.

Location by station numbers:

551+20

Estimate of quantities and cost:

NOTED
TOM EDWARDS

Labor	$150
Equipment	130
Material	120
	$400

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Construction plans did not indicate a sanitary service in this area. City of Portland was unaware of the line being in existence but finally discovered that it is an active line from residence facing on S. E. 7th.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After final approval of the order, the Salem office will send one copy to the contractor, one to the Regional Engineer and one to the Resident Engineer.

Project authorization	$1,699,166.25
Present estimate of project cost, including $400 for work under this order	$1,639,423.70
Expected under-run ~~over-run~~ amount	$59,742.55
Expected under-run ~~over-run~~ per cent	3.51

Space to right of this line is for use of Salem Office

Submitted by: R P Huntley R. P. Huntley, Resident Engineer

Approval Recommended: [signature] For: Construction Engineer or Bridge Engineer

Approval Recommended: [signature] Regional Engineer

Approved [signature] Construction Engineer

7-7-71

Form 6-8-68 (2-24)

JUL 6 1971
OFFICE OF
STATE HIGHWAY ENGINEER

STATE COPY-IP

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED EFFECTIVE DATE 6-16-71
Contingent upon modification of project agreement if additional funds are required
BY [signature]
TITLE Dist. Engineer
DATE June 16, 1971
FEDERAL HIGHWAY ADMINISTRATION

Project Name Ross Island Br.-SE Roadway Street — Date June 16, 1971

Highway Pacific East — Contract No. 7463

County Multnomah — Prefix 26-1026

Contractor K. F. Jacobsen — F. A. Project No. U-168(24)

Address 2611 SE 4th Avenue, Portland, Oregon 97202 — Order No. 8

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Remove concrete driveway, remove two brick planters, remove asphaltic concrete parking area and remove concrete steps and walk.

This work started May 15, 1971.
Tentative approval obtained from B.P.R. May 15, 1971.

Location by station numbers:

Concrete driveway right of 502+50
Brick planters right of 505 & 505+50
Parking area right of 535 - 536+50
Concrete steps & walk right 549+60

Estimate of quantities and cost:

Labor	$200
Equipment	$300
	$500

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Contract plans do not indicate removal of above items.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$1,699,166.25
Present estimate of project cost, including $500.00 for work under this order	$1,638,523.70
Expected under-run amount	$60,142.55
Expected under-run / over-run per cent	3.53

Space to right of this line is for use of Salem Office

Submitted by: B.P. Huntley — B.P. Huntley, Resident Engineer

Approval Recommended: [signature] — Construction Engineer or Bridge Engineer

Approval Recommended: [signature] — Division Engineer

Approved: [signature] — Deputy Chief Highway Engineer, Assistant State Highway Engineer or Construction Engineer.

NOTED
TOM EDWARDS

7-7-71

SP*6291-734

RECEIVED
JUN 16 1971
FORM E-30

FOR FILING
LL-168 (24)
-146

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
June 14, 1971

NOTED
A. E. JOHNSON

To: Memo to the File

SUBJECT: Progress Report
Ross Island - Reedway
99-E
Contract 7463

A meeting was held in the contractor's office at 9:00 a.m., June 11, 1971. The lack of progress and the reasons why were discussed at some length. Litigation over several pieces of property kept the grading contractor off of some sections last fall when the material was dry and could be moved. There is only one embankment area on this project. All the excavation is controlled by the construction of this one fill. As this has been a very wet spring, very little has been accomplished in this area.

The contractor will move into the rocking and surfacing operation as soon as the operator's strike is settled. Best guess at this moment is on an October 15, 1971 completion date. This is subject to the end of the current strike, no further interruptions in the contractor's work program and some warm weather.

Present were Karl Jacobson, Don Donovan, Ken Thomas, representing the contractor, John Walker, Phil Huntley, Harry Oswald, and Hal Versteeg, representing the Highway Division.

R. L. Schroeder
Metropolitan Engineer

by J H Versteeg

J. H. Versteeg
Assistant Metropolitan Engineer

JHV:cw
cc: A. E. Johnson
F. D. Morgan
Phil Huntley
Harry Oswald

RECEIVED
JUN 15 1971
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-20

JUN 16 1971

PORTLAND

11-168(24)
7463

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
June 11, 1971

NOTED
A. E. JOHNSON

To: F. D. Morgan
Construction Engineer

SUBJECT: Engineering Costs
Ross Island - Reedway Section
Prefix 26-1026

Attached is a report on the engineering costs to date on this project. Engineering costs are running from $9,000 to $10,000 per month. At the present time the contractor is grading on the day shift, and laying sewers from 10:00 p.m. and 6:00 a.m. on the night shift.

While a strike has closed down the rocking and concrete work, we have been unable to reduce the number of people assigned to this project. Transit party and office men are still catching up with the details of their assignments.

In discussing the lack of progress on this project with the resident engineers, we find wet material has been the big hold up. Fill going in opposite stations 505-510 has gone in very slowly in thin lifts. This in turn has held up the excavation. Wet weather has held back this grading operation, and in turn, the project by several weeks. While this might not be an adequate reason for time extension, it does help explain the lack of progress on this project.

The prime contractor has been made aware of the problem and would like nothing better than to rectify it if possible. We have had very good cooperation with the contractor to date. The progress has averaged from little to none.

R. L. Schroeder
Metropolitan Engineer

by

ORIGINAL SIGNED BY
J. H. VERSTEEG

J. H. Versteeg
Assistant Metropolitan Engineer

JHV:cw
Enclosure

cc: E. A. Johnson
Phil Huntley
Harry Oswald

RECEIVED
JUN 14 1971
OFFICE OF
STATE HIGHWAY ENGINEER

ROSS ISLAND PH. - S. T. KENNEDY ST.
Contract No. 7465
F.A.P. No. U-168 (24)
Prefix No. 26-1026

Thru. 6-5-71

	Original Amt.	Corrected Est.	Completed
Contract Amount: (Prelim. of Eng.)	$ 1,578,356.65	$ 1,531,652.14	$ 282,739.84 18.5%
Engineering:	120,829.60	$ 150,000.00	$ 94,500.00 78% of orig auth.
Contingencies	67,966.65	$ 29,930.05	

Engineering Costs For Previous Month. $ 8,500.00 (May)

One survey crew used during the month. The monthly engineering cost should increase to approx. 10,000 per month, with the need for additional inspection and checkers, when the contractor starts surfacing and paving opperations.

Prepared By [signature]

RECEIVED
JUN 11 1971
FOR FILING

OREGON STATE HIGHWAY DIVISION

June 8, 1971

U-168(24)
7463

Carl F. Jacobson & Co., Inc.
2611 S. E. 4th Avenue
Portland, Oregon 97202

NOTED
A. E. JOHNSON

Gentlemen:

Progress on Contract 7463 has not been satisfactory. Approximately 63% of the time has elapsed while only 18% of the contract work has been completed. What are your plans to complete this project within the allowable time?

I would like to call your attention to the liquidated damages under Section 108.10 of the Standard Specifications which are $200 per calendar day. There does not seem to be any reason at this point why these charges should not be deducted from your contract payments at the proper time.

Mr. Huntley and this office are ready and willing to cooperate in any way possible to get this project completed. If there is any way we can assist you, please call on us.

Very truly yours,

R. L. Schroeder
Metropolitan Engineer

by

J. H. Versteeg
Assistant Metropolitan Engineer

JHV:ew
cc: Phil Huntley
bc: A. E. Johnson
F. D. Morgan

RECEIVED
JUN 9 1971
OFFICE OF
STATE HIGHWAY ENGINEER

OREGON STATE
HIGHWAY DIVISION
METROPOLITAN SECTION
5821 N. E. Glisan Portland, Oregon 97213 Phone 229-6971

June 3, 1971

K. W. Jacobsen, & Company, Inc.
2611 S. E. 4th Avenue
Portland, Oregon 97202

Gentlemen:

Our June 1st report on Calander Workdays indicates 94 calander days remaining in which to complete the contract on the Ross Island Bridge-S.E. Reedway Street project.

As you realize, this is a very short period in which to complete this project on time and you should excercise every means available to expedite the completion of the project.

Very truly yours,

B P Huntley

B. P. Huntley
Resident Engineer

BPH:pb

cc: R. L. Schroeder

METROPOLITAN ENGINEER
RECEIVED
JUN 4 - 1971
ME AME AME NOE NOE NTE

RECEIVED
MAY 26 1971

FORM DOTA-1B1 (12-67)

UNITED STATES GOVERNMENT

FOR FILING

U-168(24)

1463

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE: May 20, 1971

In reply refer to: 08-35-DA

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

Johnson cy file 5-25-71

SUBJECT: Oregon Project U-168(24)
Ross Island Bridge - SE. Reedway
Progress of Work

The work complete on the subject project has been lagging the time elapsed for the past several months. The progress of work is now considered unsatisfactory since it does not appear that the contractor can complete the project in the contract time with his present equipment and schedule of operations.

Dir. to Morgan 5-26-71

RECEIVED
MAY 25 1971
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
APR 21 1971
FOR FILE

1859

41-168 (24)
7462

OREGON STATE HIGHWAY DEPARTMENT

METROPOLITAN SECTION
5821 N. E. Glisan
Portland, Oregon 97213 Phone 229-6971

April 16, 1971

Mr. Walter H. Muirhead, President
Ross Island Sand & Gravel
4129 S. E. McLoughlin Blvd.
Portland, Oregon 97201

Dear Mr. Muirhead:

We plan to build the curb and walks in front of Ross Island Sand & Gravel as staked. In our discussions on April 15, you indicated that your firm could live with this proposal under the circumstances.

I appreciate your cooperation and understanding in helping to resolve our problem.

Very truly yours,

R. L. Schroeder
Metropolitan Engineer

by ORIGINAL SIGNED BY
J. H. VERSTEEG

J. H. Versteeg
Assistant Metropolitan Engineer

JHV:slh

cc Phil Huntley
Harry Oswald

bcc F. B. Klaboe
F. D. Morgan
A. E. Johnson
L. C. Grothaus

RECEIVED
MAY 4 1971
FORM E-30

FOR FILING
(1-1-58) (24)
7463

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE
Portland, Oregon 97213
April 16, 1971

To: Mr. E. D. Morgan
Construction Engineer
Salem

SUBJECT: Ross Is. Br. - S. E. Roadway Sec.
Contract 7463
Files Nos. 44721, 44723

NOTED
A. E. JOHNSON

For several months we have been trying to purchase two small parcels of right of way so a left-turn refuge could be constructed at Ross Island Sand & Gravel. To make a long story short, we were unable to purchase these two pieces of land.

We have moved the roadway closer to Ross Island Sand & Gravel, thus eliminating the need for these properties. Mr. Muirhead of Ross Island Sand & Gravel, though not enthused, has indicated this plan is satisfactory.

It is my recommendation that Files 44721 and 44723 be canceled at this time. Inactive Files 44724, 44725, and 44726 should also be canceled if this has not already been done.

R. L. Schroeder
Metropolitan Engineer

by ORIGINAL SIGNED BY
J. H. VERSTEEG

J. H. Versteeg
Assistant Metropolitan Engineer

JHV:alh

cc A. E. Johnson
Frank Hall
Phil Huntley
L. C. Grothaus

RECEIVED
APR 19 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 6 - 1971
FOR FILING

OREGON STATE HIGHWAY DIVISION

METROPOLITAN SECTION
5821 N. E. Glisan Portland, Oregon 97213 Phone 229-6971

4-168(21)
7462

April 2, 1971

Mr. Muirhead, President
ROSS ISLAND SAND & GRAVEL COMPANY
4129 S. E. McLoughlin
Portland, Oregon

Dear Mr. Muirhead:

Transmitted is a copy of the final plan for the left turn refuge at Ross Island Sand & Gravel Company. The curb in front of your gravel company is somewhat closer to your building layout than shown on the preliminary plan.

We were unable to purchase the additional right of way needed across S. E. McLoughlin Boulevard from your company. To provide for the left turn refuge in front of your shop, we have moved the curb westerly four to five feet.

This proposed curb location has been staked in the field and Mr. Phil Huntley, Resident Engineer, will be glad to explain our proposal to you. I will meet with you next Thursday or Friday at your convenience to answer any questions you may have.

NOTED
F.B. KLABOE

Very truly yours,

Robert L. Schroeder
Metropolitan Engineer

By:

J. H. Versteeg

J. H. Versteeg
Assistant Metropolitan Engineer

JHV:pb

Enc

cc: A. E. Johnson
~~F. B.~~ Klaboe
B. P. Huntley

RECEIVED
APR 5 1971
OFFICE OF
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6318

March 12, 1971

K. F. Jacobsen & Company, Inc.
2611 S.E. Fourth Avenue
Portland, Oregon 97202

Attn: Mr. Don Donovan

Re: Ross Island Bridge-S.E. Roadway St.
Pacific Highway East
Contract No. 7463

Gentlemen:

Reference is made to the compliance review of your Corporation which I conducted on March 11, 1971. With your verbal agreement at the review to correct two minor technical deficiencies, Oregon finds your Corporation in compliance with the contract EEO Special Provisions.

Your cooperation in this matter is appreciated.

Very truly yours,

F. D. Morgan
Construction Engineer

By
D. E. Swan
E.E.O. Engineer

DES:fr

bc: R. E. Simpson
A. E. Johnson
R. L. Schroeder
B. P. Huntley

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OFFICE OF
STATE HIGHWAY ENGINEER

Form E-200-1M

RECEIVED
MAR 23 1971
OFFICE OF
STATE HIGHWAY ENGINEER

7463

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED EFFECTIVE DATE 3-26-71
Contingent upon modification of project agreement if additional funds are required
BY _____ Dist. Engineer
DATE 3-22-71

FEDERAL HIGHWAY ADMINISTRATION

Project Name Ross Island Bridge - S. E. Reedway Street
Highway Pacific East
County Multnomah
Contractor K. F. Jacobsen & Co., Inc.
Address 2611 S. E. 4th Ave., Portland 97202

Contract No. 7463
Prefix 26-1026
F. A. Project No. U-168(24)
Order No. 5

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Remove & reinstall 15" & 18" Concrete Sewer Pipe. Uncover gas & water lines to check grade before resuming installation of 18" sewer pipe.

1. Maximum equipment rental rates allowable as per A.G.C. Agreement.
2. Percentage allowed contractor is in accordance with the excuted contract.

This work started January 26, 1971.
Tentative approval obtained from BPR March 8, 1971.

Location by station numbers:

491+35 - 492+85
549+30 - 549+60

CY 6 dw 3-23-71

Estimate of quantities and cost:

Labor	$ 900.00
Equipment	600.00
	$1,500.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Water & gas lines were encountered on grade of storm sewer & grade of sewer pipe had to be revised to clear utility lines.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$1,699,166.25	
Present estimate of project cost, including $1,500.00 for work under this order	$1,639,484.60	
Expected under-run / over-run amount UNDER . . .	$ 59,681.65	
Expected under-run / over-run per cent UNDER	3.51%	

Submitted by: B B Hundley
Resident Engineer

Approval Recommended: _____
Construction Engineer or Bridge Engineer

Approval Recommended: J H Courtney
Division Engineer

Approved: _____
Deputy State Highway Engineer, Acting State Highway Engineer

3-23-71

RECEIVED
MAR 10 1971
UTILITY UNIT
FOR FILING

OREGON STATE HIGHWAY DIVISION

U-168(24)
7463

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6511

TOM McCALL
GOVERNOR

March 3, 1971

Southern Pacific Transportation Company
One Market Street
San Francisco, California 94105

ATTENTION: Mr. T. H. Kruttschnitt, Jr.

NOTED
F. B. KLABOE

Re: Appraisal of Property
Ross Island Bridge-Roadway Street Section
Pacific Highway East
Multnomah County
Project No. U-168(24)
Contract No. 7463
R/W File No. 43140
Your File No. 911700/323-2
0-0-69-18

Gentlemen:

This is in reply to your letter of February 16, 1971 concerning the above captioned file and four other files which we wish to discuss with regard to appraisal of railroad property.

Although you indicate we can discuss only the above captioned project, I still feel it desirable that we discuss appraisal practices in general and, thus, assist in the settlement of other projects mentioned.

Therefore, I suggest we hold this meeting in Mr. D. H. Moehring's office as indicated in my letter dated February 3, 1971. Since you state you cannot meet with us in the early part of March, I suggest that we arrange a meeting for some time in April at your convenience.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Railroad and Utility Engineer

TWL:dl
cc: Southern Pacific Transportation Company - Portland, Oregon

cc: F. B. Klaboe w/copy of SP letter
D. H. Moehring "
M. M. Mead "
J. L. Sollis

RECEIVED
OFFICE OF
STATE HIGHWAY ENGINEER

S-2708

Southern Pacific
Transportation Company

One Market Street, San Francisco, California 94105

February 16, 1971

H. M. WILLIAMSON
CHIEF ENGINEER-SYSTEM
J. A. HOLMES
ASSISTANT CHIEF ENGINEER
G. J. LYON
ASSISTANT TO CHIEF ENGINEER
T. H. KRUTTSCHNITT, JR.
ASSISTANT TO CHIEF ENGINEER
C. E. NEAL
ASSISTANT TO CHIEF ENGINEER

W. J. JONES
ENGINEER MAINTENANCE OF WAY AND STRUCTURES-SYSTEM
H. F. DULLY
ASST. ENGINEER MAINTENANCE OF WAY AND STRUCTURES
J. F. LYNCH
ASST. ENGINEER MAINTENANCE OF WAY AND STRUCTURES

Routing: E

Morgan ✓ Pease
Decker Swan
Bond Glenn
Walker Litchfield ✓
Gallagher
Stein

RECEIVED
FEB 19 1971
CONSTRUCTION DIVISION

IN REPLY PLEASE REFER TO
911700/323-2
0-0-69-18

Mr. F. D. Morgan (2)
Construction Engineer
Oregon State Highway Division
Salem, Oregon 97310

Attn: Mr. T.W. Litchfield-Railroad and Utility Engineer

Dear Sir:

This has reference to your letter of February 3, 1971, file Appraisal of Property, Ross Island Bridge- SE Reedway Street Section, Pacific Highway East Multonomah County, Project No. U-168 (24), Contract No. 7463, proposing a meeting to discuss all pending Southern Pacific files regarding property transactions.

Our comments on the projects listed in your said letter are as follows:

(1) Ross Island Bridge - Reedway Street Section, Pacific Highway East, your file #43140. We have completed our appraisal on this project and would be able to discuss such.

(2) Hanson Creek - Saunders Creek Section, Florence-Eugene Highway, your file #43881. We have not had an opportunity to complete our appraisal.

(3) Gladstone Interchange - Oregon City Interchange Section, East Portland Freeway, your file #43902. Our file indicates that this matter is currently in condemnation and it appears that a settlement may be reached between our respective attorneys.

(4) Park Place - Oregon City Section, Cascade Highway, your file #36197. Our files indicate that we have accepted the State's offer (Mr. Moehring's letter 5-29-70) of $12,500.00 for subject parcels.

(5) Barton - Estacada Section, Clackamas Highway, your file #40855. We have not had the opportunity to prepare an appraisal at this time.

As you can see the only project which we could discuss at this time is the Ross Island Bridge project (No.1).

It may be some time before we complete our appraisals for projects 2 and 5.

Projects 3 and 4 seem to be well on the way to being settled.

We can meet with you now and discuss the one project and our appraisal practices in general or we can wait until we are prepared to discuss all the above projects.

Please advise your wishes in this matter.

Please also be advised that it is unlikely that my appraisers and other members of my staff will be able to meet your proposed March date.

Yours very truly,

H. M. Williamson
JHB

U-168(24)

STATE COPY

APPROVED EFFECTIVE DATE 4-5-71
Contingent upon modification of project agreement if additional funds are required
BY _____ Dist. Engineer

RECEIVED
MAR 23 1971
OFFICE OF
STATE HIGHWAY ENGINEER

7463

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

DATE 3-19-71

FEDERAL HIGHWAY ADMINISTRATION

Project Name Ross Island Bridge - S.E. Reedway Street

Highway Pacific East

County Multnomah

Contractor K. F. Jacobsen & Co., Inc.

Address 2611 S.E. 4th Ave., Portland, Oregon 97202

Contract No. 7463

Prefix 26-1026

F. A. Project No. U-168(24)

Order No. 4

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Remove existing concrete retaining wall access tunnel, stairway and garage.

1. Maximum equipment rental rates allowable as per A.G.C. Agreement.
2. Percentage allowed contractor is in accordance with the excuted contract.

This work has not started.
Tentative approval obtained from BPR January 5, 1971.

CM&DW 3-23-71

Location by station numbers:

S.E. Franklin St. 1+30 Lt. to 2+40 Lt.

Estimate of quantities and cost:

Labor	$ 400.00
Equipment	600.00
Total	$1,000.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Contract plans indicate wall to remain in place.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$1,699,166.25
Present estimate of project cost, including $1,000.00 for work under this order	$1,637,984.60
Expected under-run / over-run amount . UNDER.	$ 61,181.65
Expected under-run / over-run per cent . UNDER.	3.60%

Space to right of this line is for use of Salem Office

Submitted by: B.P. Pinnell
Resident Engineer

Approval Recommended: _____
Construction Engineer or [illegible]

Approval Recommended: J.H. Cuellar
Division Engineer

Approved: _____
[illegible]

3-23-71

FOR FILING

OREGON STATE HIGHWAY DIVISION

NOTED
A. E. JOHNSON

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6318

TOM McCALL
GOVERNOR

February 24, 1971

K. F. Jacobsen & Company, Inc.
2611 S.E. Fourth Avenue
Portland, Oregon 97202

Re: Ross Island Bridge-S.E. Roadway St.
Pacific Highway East
Contract No. 7463

Attn: Mr. Don Donovan

Gentlemen:

To confirm our phone conversation, the Oregon State Highway Division will conduct a compliance review of your Corporation with regard to equal employment opportunity. The date is March 11, 1971 at 10 A.M. in your office at 2611 S.E. Fourth Avenue, Portland, Oregon.

You and other Corporate officials who are involved with the Corporation's equal employment opportunity policies will be expected to attend. The review will be conducted by D. E. Swan, Oregon State Highway Division. Other representatives from the State and Federal agencies may attend.

Attached is outline form which will be used in evaluating your program. You should fill in the information on this form in advance of the compliance review and be prepared to provide copies of the various exhibits indicated.

We will evaluate your affirmative action efforts concerning equal employment opportunity including such items as recruitment, training programs, contacts with minority groups, equal employment opportunity meetings and records.

Very truly yours,

F. D. Morgan
Construction Engineer

By D E Swan
D. E. Swan
E.E.O. Engineer

DES:fr
Attach.
bc: R. E. Simpson
A. E. Johnson
R. L. Schroeder
B. P. Huntley

RECEIVED
FEB 24 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 15 1971
FORM E-30 BOM 10-69

true filing
U-168.(24)
7463

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 18, 1971

SUBJECT:

To: MEMO TO THE FILE

NOTED
R. L. PORTER

L

Yesterday I discussed with Senator Groener the attached request he had made for information concerning a number of appraisals on the Ross Island Bridge-Reedway Section of the Pacific Highway East. I explained to him that in addition to the substantial volume of paper work involved (an estimated 2,000 to 2,500 sheets), we also have another concern. That is that six of the properties on which appraisal reports were requested are in the process of litigation and although the remaining files, which are closed, are in a sense public record, we would be concerned that the information from these files might inadvertently fall into the hands of attorneys representing owners of the six properties that are in condemnation.

I also informed Dick that upon settlement of these six cases we could then, if he still wished, furnish him with copies of the appraisals on the entire list. He responded by stating that he did not wish to cause the department or Mr. Porter any embarrassment and to just forget the request.

R. B. Sipprell
Liaison Engineer

RBS:ob
Attachment
cc - R. L. Porter
Dave Moehring
Leonard Lindas

RECEIVED
FEB 18 19
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

ROSS ISLAND BRIDGE - FREEWAY SECTION OF PACIFIC HIGHWAY EAST

Copies of all appraisal reports pertaining to the following files:

File R 39804
File R 42569
File R 42642 L 6149 Lord
File R 43134 L 6118 "
File R 43142
File R 43144 L 6267-
File R 43145
File R 43146
File R 43147
File R 43148
File R 43149 L 6250
File R 43152
File R 43153
File R 43155
File R 43161
File R 43162
File R 43163
File R 43164
File R 43165
File R 43166 L 6268 - Dom. Homes Inc.
File R 43168
File R 43169
File R 43170
File R 43171
File R 43172
File R 43174 L 6284 Taco House
File R 43176
File R 43180
File R 43185
File R 43186
File R 43192
File R 43361
File R 43160
File R 40208

FROM THE DESK OF
DICK GROENER
OREGON STATE SENATE

HOME ADDRESS:
15014 WOODLAND WAY
MILWAUKIE, OREGON 97222

Dear Ralph:

Will you please get me a photo copy of the appraisal that the Highway Commission had made of each of the attached properties. These appraisals were not made by the Highway Commission but by private appraisers hired by the Commission. They are not just the gross figure but include all of the different items.

NOTED
R. B. SIPPRELL

RECEIVED
FEB 13 1967
OFFICE OF
LIAISON ENGINEER

RECEIVED
FEB 5 1971
UTILITY UNIT

OREGON STATE HIGHWAY DIVISION

U-168(24)

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6511

7463

TOM McCALL
GOVERNOR

February 3, 1971

Southern Pacific Transportation Company
One Market Street
San Francisco, California 94105

ATTENTION: Mr. T. H. Kruttschnitt, Jr.

Re: Appraisal of Property
Ross Island Bridge-SE Roadway Street Section
Pacific Highway East
Multnomah County
Project No. U-168(24)
Contract No. 7463
Your File No. 911700/323-2
0-0-69-18

Gentlemen:

Historically, the Railroad and State have rarely agreed on the value of railroad property to be taken by the State for highway purposes. There is apparently some basic philosophical difference in the way the property is appraised by our respective appraisers. In a conference telephone call with your Messrs. Kendrew and Knorr in December, 1970, I proposed a meeting at which all pending Southern Pacific files could be discussed so that we could air our differences and reach an understanding regarding this problem, and lay the groundwork for better relations in the future.

Therefore, we have composed the following list of transactions we wish to discuss at this meeting:

Ross Island Bridge-Roadway Street Section, Pacific Highway East, our file #43140, your file #911700/323-2, 0-0-69-18.

Hanson Creek-Saunders Creek Section, Florence-Eugene Highway, our file #43881, your file #913516/323, 0-0-68-11.

Gladstone Interchange-Oregon City Interchange Section, East Portland Freeway, our file #43902, your file #911533/323.

Park Place-Oregon City Section, Cascade Highway, our file #36197, your Portland Traction Company File "A".

Barton-Estacada Section, Clackamas Highway, our file #40855, your Portland Traction Company File "A".

Please review these files and come prepared to discuss all facets of the negotiations. We suggest a date in the first or second week of March, and that the meeting be held in Mr. Moehring's office, Room 115, of the State Highway Building. Those present from the State will include: Mr. D. H. Moehring, Right of Way Engineer; Mr. M. M. Mead, Appraisal Supervisor; Mr. J. L. Sollis, Assistant Attorney General; and the undersigned. I sincerely hope that a mutual understanding can be reached and this will allow future negotiations to be less difficult and time consuming.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Railroad and Utility Engineer

TWL:dl
cc: Southern Pacific Transportation Company - Portland
Mr. L. J. Bergmann - Union Pacific Railroad Company - Portland
F. B. Klaboe
D. H. Moehring
M. M. Mead
J. L. Sollis

RECEIVED
FEB 3 1971
OFFICE OF
STATE HIGHWAY ENGINEER

U-168(24)

Form L-208—5M

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JAN 23 1971
7463
OFFICE OF
STATE HIGHWAY ENGINEER

STATE COPY - 1

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED EFFECTIVE DATE 1-28-71
Contingent upon modification of project agreement if additional funds are required
BY [signature]
TITLE Dist. Engineer
DATE 1-28-71
FEDERAL HIGHWAY ADMINISTRATION

Project Name Ross Island Bridge - S.E. Reedway Street
Highway Pacific East
County Multnomah
Contractor K. F. Jacobsen & Co., Inc.
Address 2611 S.E. 4th Ave., Portland, Oregon 97202

Date January 11, 19 71
Contract No. 7463
Prefix 26-1026
F. A. Project No. U-168(24)
Order No. 3

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Lower water service and sanitary sewer connection at Patterson Property.

1. Maximum equipment rental rates allowable as per A.G.C. Agreement.
2. Percentage allowed contractor is in accordance with the excuted contract.

This work started January 11, 1971.
Tentative approval obtained from BPR January 11, 1971.

Location by station numbers:

552+75

Estimate of quantities and cost:

Labor	$ 200.00
Equipment	150.00
Material	150.00
Total	$ 500.00

NOTED
TOM EDWARDS

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Water and sewer lines uncovered while excavating for new retaining wall. Lines must be lowered below bottom of wall footing.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$1,699,166.25	
Present estimate of project cost, including $ 500.00 for work under this order	$1,636,984.60	
Expected under-run / over-run amount . UNDER . .	$ 62,181.65	
Expected under-run / over-run per cent . UNDER . .	3.66%	

Submitted by: [signature] Resident Engineer

Approval Recommended: [signature] Division Engineer

Approval Recommended: [signature] Construction Engineer or Bridge Engineer

Approved: [signature] Deputy State Highway Engineer, Assistant State Highway Engineer or [illegible]

RECEIVED
JAN 27 1971
FOR FILING

11-1-71
7463

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
January 11, 1971

SUBJECT: Resident Engineer Position

To: Mr. Gene Huntley
Personnel Director
Salem

Attention: Mr. Carl Hobson

The I-5 Safety Project is scheduled for letting on January 28, 1971. This project is for guard rail, concrete median barrier, concrete shoulder barrier and impact attenuators. The cost estimate for the North Portland Boulevard to Capitol Highway section of I-5 is in excess of $1.5 million.

The specifications on the project restrict all the work on the concrete median to nighttime operations. The balance of the contract work will be done during the daylight (off-peak traffic) hours. As this freeway carries a very high volume of traffic, it will require the utmost care to protect the traveling public from the contractor's operations.

Mr. Harry Oswald is being assigned as Resident Engineer on the I-5 Safety Project. Because this will require all of his time and attention he will be relieved of his duties as Resident Engineer on Contract No. 7463.

We are therefore requesting an additional Resident Construction Engineer position in the Metropolitan Section. This Resident Engineer will be assigned the Ross Island Bridge-S.E. Reedway Street project, Contract No. 7463, presently under Mr. Oswald's supervision.

B P Huntley

R. L. Schroeder
Metropolitan Engineer

by

J H Versteeg

J. H. Versteeg
Assistant Metropolitan Engineer

MHV:lh
cc: A. E. Johnson
Harry Oswald

RECEIVED
JAN 12 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 22 1971
OFFICE OF
STATE HIGHWAY ENGINEER

U-168(24)
7463

STATE COPY

APPROVED EFFECTIVE DATE 1-25-71
Contingent upon modification of project agreement if additional funds are required
BY [signature] Dist. Engineer

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

DATE 1-20-71

FEDERAL HIGHWAY ADMINISTRATION

Project Name Ross Island Bridge - S.E. Roadway Street

Highway Pacific East

County Multnomah

Contractor K. F. Jacobsen & Co., Inc.

Address 2611 S.E. 4th Ave., Portland, Oregon 97202

Contract No. 7463

Prefix 26-1026

F. A. Project No. U-168(24)

Order No. 2

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Remove underground storage tanks.

1. Maximum equipment rental rates allowable as per A.G.C. Agreement.
2. Percentage allowed contractor is in accordance with the excuted contract.

This work has not started.
Tentative approval obtained from BPR January 5, 1971.

Location by station numbers: 517+25 to 518+50

Estimate of quantities and cost:

Labor	$ 250.00
Equipment	350.00
Material	300.00
Total	$ 900.00

NOTED
A. E. JO...

NOTED
TOM EDWARDS

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Tanks located under future roadbed requiring removal. Removal not shown on plans or covered under special provisions.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$1,699,166.25
Present estimate of project cost, including $ 900.00 for work under this order	$1,636,484.60
Expected under-run / over-run amount UNDER	$ 62,681.65
Expected under-run / over-run per cent UNDER	3.69%

Space to right of this line is for use of Salem Office

Submitted by: [signature] Resident Engineer

Approval Recommended: [signature] Construction Engineer or Bridge Engineer

Approval Recommended: [signature] Division Engineer

Approved: [signature] Assistant State Highway Engineer, Construction and Maintenance / Office Engineer

1-26-71

C&A 3497 C7H 4041
RR-693

U168(24) Ross Island Br.-S.E. Reedway St. Sec., of Pacific Hwy. E. 1970

#7463 (Grading & paving) Folder #2

C.A - 3499

C.A - 4041

RR - 693

RECEIVED
DEC 21 1970
FOR FILING

U-168(24)
7463

Salem, Oregon
December 17, 1970

Mr. Leonard I. Lindas

Sande Property, Amended
Complaint, Case No. 356129
Multnomah County Circuit Court
Ross Island-Roadway Section
Contract No. 7463

Please note the attached letter. The instructions have been complied with. However, we would appreciate such instructions being forwarded to Administration rather than to the Resident Engineer.

Attachment

TE:ja

cc R. L. Porter
A. E. Johnson

Tom Edwards
Deputy State Highway Engineer

FORM E-30 (REV. 10-60)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213
December 10, 1970

To: F. D. Morgan
Construction Engineer
State Highway Building
Salem

SUBJECT: Sande Property
Ross Island-Reedway
Contract No. 7463
File No. 43164

ATTENTION: John Bond

Routing

Morgan		Pease	E
Decker	RECEIVED	Swan	
Bond		Glenn	
Walker	DEC 11 1970	Litchfield	
Jochims		Gallagher	
Johnson	CONSTRUCTION DIVISION	Stein	

Attached is a letter from the Legal Section instructing us not to build a stairway on the Sande property. Mr. John R. McCulloch, Jr. is talking about an amended complaint not a final judgment.

I am a little hesitant not to build this stairway. The file has been the subject of discussion at the Assistant Highway Engineer level and we were previously instructed to revise the taking, etc.

Please advise this office of your recommendation on the stairway.

Robert L. Schroeder
Metropolitan Engineer

By:

J. H. Versteeg

J. H. Versteeg
Assistant Metropolitan Engineer

JHV:pb

Enc

cc: Harry Oswald
James D. McClure
Louis C. Grothaus

LEE JOHNSON
ATTORNEY GENERAL

DIARMUID F. O'SCANNLAIN
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
507 State Highway Building
SALEM, OREGON 97310
TELEPHONE: (503) 364-2171

TRIAL DIVISION

THOMAS D. O'DELL
CHIEF TRIAL COUNSEL

J. BRADFORD SHILEY
ASSISTANT CHIEF TRIAL COUNSEL

WALLACE CARPENTER
LEONARD I. LINDAS
ASSISTANT ATTORNEYS GENERAL AND COUNSEL

CLIFFORD A. ALLISON
JAMES A. BLEVINS
JAMES P. CRONAN
QUINTIN B. ESTELL
LAWRENCE J. HALL
LESLIE B. HAMPTON
ROBERT A. HOLLAND
DONALD J. HOWE
E. DAVID LADD
JAMES F. LARSON
KEITH R. MALONEY
JOHN R. MCCULLOCH
FRANK C. MCKINNEY
EARL M. PRESTON
GEORGE E. RONDE
JACK L. SULLIS
CARLOTTA H. SORENSEN
ASSISTANT ATTORNEYS GENERAL

November 25, 1970

Mr. James H. McClure
5821 N.E. Glisan Street
Portland, Oregon 97213

Re: State v. Sande, Circuit Court,
Multnomah County, No. 356-129 (L-6167)

Dear Jim:

I write to remind you of an amendment to our Amended Complaint in the above-entitled matter which occurred at the time of trial. Judge Burns, the trial judge, pursuant to motion of the defendants struck from our Amended Complaint all of Paragraph VI. He further allowed the defendants in their Answer to amend to admit all of Paragraph V of our Amended Complaint.

For engineering and construction purposes, it would appear that the net result of these amendments is that included in the taking is all access, including pedestrian access, between the land taken and the remaining property. Further, the Plaintiff-Highway Department is no longer obliged to obtain a permit of entry for purposes of reconstructing the defendants stairs at Highway expense as part of the Highway construction project. The defendants' attorney made a point of having this matter stricken so that he could argue to the jury that damages should be awarded for loss of pedestrian access and whatever costs might be necessitated for reconstructing stairs, probably at some other place due to loss of pedestrian access. Thus he thwarted our intended purpose, and during argument had the benefit of this, which presumably was included by the jury in its verdict.

RESIDENT BRIDGE ENGR.
RECEIVED
NOV 30 1970
HARRY W. OSWALD

NOTED
TOM EDWARDS

RECEIVED
NOV 30 1970
RES. ENGR.

Therefore, the State need construct no stairs for these defendants, and if enforcement of pedestrian access control is ever necessary (although I understand such is not the case at this time), the same has already been purchased by this action.

Kindly make this information known to the engineers currently in charge of contract letting and construction.

Sincerely yours,

LEE JOHNSON
Attorney General

John R. McCulloch, Jr.
Assistant Attorney General
Trial Division

JRM:gc

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MULTNOMAH

STATE OF OREGON, by and through its State Highway Commission, composed of Glenn L. Jackson, Fred W. Hill and Thaddeus B. Bruno, Plaintiff, vs. THOMAS L. SANDE and LOUISE I. SANDE, also known as Thomas L. Sandercock, Jr., and Louise I. Sandercock, husband and wife; DALENE KNIGHT, formerly D. D. Haskin; TITLE INSURANCE COMPANY, an Oregon corporation, Trustee, and PORTLAND LOAN INCORPORATED, an Oregon corporation operating under the Industrial Loan Companies Act, Defendants.	A M E N D E D C O M P L A I N T Case No. 356129

Plaintiff complains of the defendants and for cause of action alleges:

I.

That during all the times hereinafter mentioned the above named Glenn L. Jackson, Fred W. Hill and Thaddeus B. Bruno, or their predecessors in office, were and still are the duly appointed, qualified and acting members of the Oregon State Highway Commission, and constituted and now constitute the said Commission.

II.

That that certain highway known as the Pacific Highway East, otherwise designated as State Highway No. 1E, U. S. Route No. 99E, is a state highway and as such is a part of the state highway system, and said highway is likewise a part of a federal highway system. The Ross Island Bridge-Reedway Section of the Pacific Highway East, located within Multnomah County, Oregon, is to be widened, improved and maintained.

III.

That the defendants Thomas L. Sande and Louise I. Sande, also known as Thomas L. Sandercock, Jr., and Louise I. Sandercock, husband and wife, claim ownership of the following described real property, situated in the County of Multnomah, State of Oregon, to wit:

> "Lots 5 and 6, except the portion thereof conveyed to the State of Oregon for highway purposes, Block 1, Collinge Addition to the City of Portland."

IV.

That the real property hereinafter described and title in fee thereto is necessary for a public use for right of way purposes for the widening, improvement and maintenance of the Ross Island Bridge-Reedway Section of the Pacific Highway East; and that prior to the commencement of this action the plaintiff by resolution so declared. The said real property is described as follows, to wit:

Parcel No. 1:

A parcel of land lying in Lots 5 and 6, Block 1, COLLINGE ADDITION to the City of Portland, Multnomah County, Oregon; the said parcel being described as follows:

Beginning on the South line of said Lot 5 at a point 20 feet West of the Southeast corner of said Lot 5; thence West along the South line of said Lots 5 and 6 to the Easterly line of that property described in that deed to the State of Oregon, by and through its State Highway Commission, recorded December 23, 1936 in Book 369, Page 330 of Multnomah County Record of Deeds; thence Northerly along said Easterly line to the North line of said Lot 6; thence East along said North line to its intersection with a line which is parallel with and 54.5 feet Northeasterly of the center line of the relocated Pacific Highway East; thence Southeasterly parallel with said center line to a point opposite Engineer's Station 503+45 on said center line; thence Southeasterly in a straight line to the point of beginning.

The center line of the relocated Pacific Highway East herein referred to is described as follows:

Beginning at Engineer's center line Station 493+62.80, said station being 1309.44 feet South and 417.70 feet East of the North quarter corner of Section 14, Township 1 South, Range 1 East, W.M.; thence on a spiral curve right (the long chord of which bears North 51° 19' West) 300 feet; thence on a 1273.24 foot radius curve right (the long chord of which bears North 46° 05' West) 32.59 feet; thence on a spiral curve right (the long chord of which bears North 38° 36' West) 450 feet; thence North 35° 13' 30" West 169.67 feet; thence on a spiral curve left (the long chord of which bears North 36° 16' West) 250 feet to Engineer's center line Station 505+65.06.

Bearings are based upon the Oregon Co-ordinate System, North Zone.

The parcel of land to which this description applies contains 1,650 square feet, more or less.

The property described in this paragraph is a part of the larger tract of real property described in paragraph III hereof.

V.

It is the judgment of the plaintiff, and prior to the commencement of this action by resolution it so declared, that for the purpose of widening, improving and maintaining the said Ross Island Bridge-Reedway Section of the said Pacific Highway East as a throughway, it is necessary that there shall be no rights of access of any nature between the real property described in paragraph

IV hereof and all of the real property of the defendants described in paragraph III hereof remaining after the appropriation of the real property described in paragraph IV hereof.

VI.

That prior to the commencement of this action the plaintiff by resolution declared it necessary, in connection with the widening, improvement and maintenance of the Ross Island Bridge-Reedway Section of the Pacific Highway East, to acquire a permit of entry to enter upon the hereinafter described real property for the purpose of reconstructing stairs. The plaintiff will reconstruct said stairs at its own expense and as a part of the construction project. The construction of said stairs shall in no way bind the State Highway Commission for the maintenance thereof and the defendants, their heirs and assigns, shall have the right to maintain the same in any manner they deem fit. The real property which this permit is applicable is described as follows, to wit:

Parcel No. 2:

A parcel of land lying in Lot 5, Block 1, COLLINGE ADDITION to the City of Portland, Multnomah County, Oregon; the said parcel being described as follows:

Beginning on the Northeasterly line of Parcel 1 at a point opposite and 54.5 feet Northeasterly of Engineer's Station 503+45 on the center line of the relocated Pacific Highway East, which center line is described in Parcel 1; thence Easterly parallel with the Southerly line of said Lot 5, a distance of 12 feet; thence Southerly parallel with the Easterly line of said Lot 5, a distance of 6 feet, more or less, to said Northeasterly line of Parcel 1; thence Northwesterly along said Northeasterly line to the point of beginning.

The parcel of land to which this description applies contains 36 square feet, more or less.

The property described in this paragraph is a part of the larger tract of real property described in paragraph III hereof.

VII.

That the defendant Dalene Knight, formerly D. D. Haskin, claims an interest in the real property described in paragraph III hereof, including the real property described in paragraphs IV and VI hereof, under and by virtue of that certain mortgage, executed by Thomas L. Sande and Louise I. Sande, husband and wife, to D. M. Haskin and J. W. Haskin, husband and wife, dated August 6, 1959, and recorded August 6, 1959, in Book 2039, Page 416, Mortgage Records of Multnomah County, Oregon, and assigned to said defendant by instrument recorded

Amended

April 13, 1961, in Book 2130, Page 446, Mortgage Records of Multnomah County, Oregon.

VIII.

That the defendant Title Insurance Company, an Oregon corporation, Trustee, for the benefit of Portland Loan Incorporated, an Oregon corporation operating under the Industrial Loan Companies Act, claims an interest in the real property described in paragraph III hereof, including the real property described in paragraphs IV and VI hereof, under and by virtue of those certain trust deeds executed by Thomas L. Sande and Louise I. Sande, husband and wife, to said defendant as trustee, dated November 18, 1966 and November 19, 1968, recorded November 16, 1966 and November 20, 1968, in Book 535, Page 955 and Book 651, Page 32, respectively, Mortgage Records of Multnomah County, Oregon.

IX.

That the defendant Portland Loan Incorporated, an Oregon corporation operating under the Industrial Loan Companies Act, claims an interest in the real property described in paragraph III hereof, including the real property described in paragraphs IV and VI hereof, as beneficiary of trust set forth in paragraph VIII hereof.

X.

That the true value of the real property being appropriated by the plaintiff and the damages, if any, resulting from the appropriation thereof, is the sum of $3,600.00.

XI.

That prior to the commencement of this action the plaintiff attempted to acquire the real property herein sought to be acquired by negotiation, purchase and agreement, but alleges that it is unable to reach an agreement with the defendants with respect to the compensation to be paid, and, therefore, prosecutes this action.

WHEREFORE, plaintiff prays that an assessment be made by a jury empaneled in this action to determine the compensation to be paid by reason of the appropriation of the real property herein sought to be condemned and appropriated, and that upon payment into Court of the compensation assessed by a jury, a judgment be given vesting in the State of Oregon, by and through its State Highway Commission, fee simple title to the real property described in paragraph IV hereof

and adjudging that there shall be no rights of access of any nature between the real property described in paragraph IV hereof and all of the real property of the defendants described in paragraph III hereof remaining after the appropriation of the real property described in paragraph IV hereof, and further that the plaintiff shall have right of entry to go upon the defendants' real property for the purposes set forth in paragraph VI hereof.

LEE JOHNSON
Attorney General of the State of Oregon

L. I. LINDAS
Assistant Attorney General and Chief
Counsel for the State Highway Commission

FRANK C. McKINNEY
Assistant Attorney General and Assistant
Counsel for the State Highway Commission

Of Attorneys for Plaintiff

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MULTNOMAH

STATE OF OREGON, by and through its State Highway Commission, composed of Glenn L. Jackson, Fred W. Hill and Thaddeus B. Bruno, Plaintiff, vs. THOMAS L. SANDE and LOUISE I. SANDE, also known as Thomas L. Sandercock, Jr., and Louise I. Sandercock, husband and wife; DALENE KNIGHT, formerly D. D. Haskin; TITLE INSURANCE COMPANY, an Oregon corporation, Trustee, and PORTLAND LOAN INCORPORATED, an Oregon corporation operating under the Industrial Loan Companies Act, Defendants.	Case No. 356-129 FINAL JUDGMENT

The above entitled cause came on regularly for trial on Monday, October 26, 1970, before the Honorable James M. Burns, Judge of the above entitled court; plaintiff appearing by and through John R. McCulloch, Jr., of its attorneys; and the defendants Thomas L. Sande and Louise I. Sande, also known as Thomas L. Sandercock, Jr. and Louise I. Sandercock, husband and wife, appearing by and through Carlton D. Warren of their attorneys; and

It appearing to the Court that an order of default has heretofore been entered against the defendants Dalene Knight, formerly D. D. Haskin; Title Insurance Company, an Oregon corporation, Trustee; and Portland Loan Corporation, an Oregon corporation, operating under the Industrial Loan Companies Act; and

It appearing to the Court and the Court now finds that the real property and interests therein described in paragraph IV together with the rights of access described in paragraph V of the plaintiff's amended complaint on file herein are necessary for public use; and

It appearing to the Court and the Court now finds that the plaintiff, prior to the commencement of this action and pursuant to its resolution, attempted to acquire said real property and interests therein, together with said rights of access, by agreement and purchase but was unable to do so; and

It appearing that the only issue to be tried in this proceeding is the just compensation to be awarded to the defendants for the appropriation of the real property and interests therein, together with the rights of access, as prayed for in the amended complaint on file herein; and

A jury having been called, examined, duly empaneled and sworn; the parties having made their opening statements; a view of the proposed acquisition having been held in the manner provided by law; the parties having adduced evidence in support of their contentions; arguments of the respective parties having been made to the jury, the jury having been regularly instructed in the law and having retired for deliberations did, on the 27th day of October, 1970, return its verdict, which verdict, omitting the title of the court and cause, is in the words and figures as follows:

> "We, the jury, being first duly sworn, to well and truly try the above-entitled cause, do find just compensation to the Defendants to be the sum of $5,500.
>
> /s/ Ralph McIntyre
> Foreman"

and which said verdict was regularly filed by the clerk of said court; and

It appearing to the Court and the Court now finds that the amount of the verdict of the jury exceeded plaintiff's tender to defendants prior to the filing of the amended complaint herein, and that defendants are, therefore, entitled to a reasonable sum as their attorneys' fees herein; the Court now finds that the sum of $_____ is a reasonable sum to be allowed defendants for attorneys' fees;

It appearing to the Court from the records and files herein that on August 4, 1970, plaintiff, pursuant to ORS 366.392 and ORS 366.393, deposited into court the sum of $3,500.00 for the use of the defendants pending adjudication of the within action; and

It appearing to the Court and the Court now finds, based upon the stipulation of the parties, that the plaintiff took possession of the property being acquired herein on November 3, 1970; and

It appearing to the Court and the Court now finds that the defendants are entitled to interest at six percent per annum from November 3, 1970, until paid, upon the amount by which said verdict exceeds the amount of said deposit into court to wit: the sum of $2,000; and

It further appearing that plaintiff has deposited with the clerk of this court the balance of the amount of the verdict over and above the $3,500.00 heretofore deposited, to wit: the sum of $2,000.00, together with interest as aforesaid, and that plaintiff is now entitled to judgment, appropriating the real property and interests therein hereinafter described, to the State of Oregon, by and through its State Highway Commission, in fee simple, free and clear of all liens and encumbrances; now, therefore,

IT IS HEREBY ORDERED, ADJUDGED, and DECREED by this Court as follows:

I.

That the real property hereinafter described be, and the same hereby is, appropriated for public purposes; and title to said property, together with all rights and easements therein, be, and the same hereby is, vested in the State of Oregon, by and through its State Highway Commission, in fee simple, free and clear of all liens and encumbrances. Said real property so appropriated is described as follows:

Parcel No. 1:

A parcel of land lying in Lots 5 and 6, Block 1, COLLINGE ADDITION to the City of Portland, Multnomah County, Oregon; the said parcel being described as follows:

Beginning on the South line of said Lot 5 at a point 20 feet West of the Southeast corner of said Lot 5; thence West along the South line of said Lots 5 and 6 to the Easterly line of that property described in that deed to the State of Oregon, by and through its State Highway Commission, recorded December 23, 1936 in Book 369, Page 330 of Multnomah County Record of Deeds; thence Northerly along said Easterly line to the North line of said Lot 6; thence East along said North line to its intersection with a line which is parallel with and 54.5 feet Northeasterly of the center line of the relocated Pacific Highway East; thence Southeasterly parallel with said center line to a point opposite Engineer's Station 503+45 on said center line; thence Southeasterly in a straight line to the point of beginning.

The center line of the relocated Pacific Highway East herein referred to is described as follows:

Beginning at Engineer's center line Station 493+62.80, said station being 1309.44 feet South and 417.70 feet East of the North quarter corner of Section 14, Township 1 South, Range 1 East, W.M.; thence on a spiral curve right (the long chord of which bears North 51° 19' West) 300 feet; thence on a 1273.24 foot radius curve right (the long chord of which bears North 46° 05' West) 32.59 feet; thence on a spiral curve right (the long chord of which bears North 38° 36' West) 450 feet; thence North 35° 13' 30" West 169.67 feet; thence on a spiral curve left (the long chord of which bears North 36° 16' West) 250 feet to Engineer's center line Station 505+65.06.

Bearings are based upon the Oregon Co-ordinate System, North Zone.

The parcel of land to which this description applies contains 1,650 square feet, more or less.

II.

That there shall be no rights of access of any nature between the real property described in paragraph I hereof and all of the real property of the defendants remaining after the appropriation of the real property described in paragraph I hereof, which said remaining real property is situated in Multnomah County, Oregon, and, including the real property described in paragraph I hereof, is described as follows:

"Lots 5 and 6, except the portion thereof conveyed to the State of Oregon for highway purposes, Block 1, Collinge Addition to the City of Portland."

III.

That the defendants shall recover of and from the plaintiff the sum of $1000.00 as and for attorney fees, together with their costs and disbursements incurred herein taxed in the amount of $_____.

Dated this 30 day of Nov, 1970.

s/ James M. Burns
Circuit Judge

RECEIVED
MAR 20 1970
FOR FILING

U-168 (24)
7463

March 20, 1970

Mr. John M. Fulton, Director
Department of Transportation
139 Highway Building
Salem, Oregon 97310

Attention: Mr. S. T. Ford
Executive Assistant

Dear Sir:

In answer to your telephone request of March 9 for a report on a taking of a portion of the Sande property, the following is submitted:

As a part of the necessary right-of-way for the improvement of the Ross Island Bridge-S. E. Roadway Street Section of Pacific Highway East in Multnomah County, 2,030 square feet of the Sande property is required. The taking is a portion of Lots 3 and 6, Block 1, Collinge Addition to the City of Portland. The total area owned by the Sandes is 7,230 square feet; therefore, they will have a 5,200-square-foot remainder after the taking.

In situations of this kind, it is the policy of the Highway Commission to offer to purchase a dwelling when the street or highway construction practically comes in contact therewith.

It now appears that Mrs. Sande wishes to retain the house in its present position; therefore, we will make the necessary adjustments in the right-of-way taking.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: R. L. Porter
F. R. Klabee
Victor D. Wolfe
D. H. Moehring

R/W File R-43164
DHM:jp/RLP:ms sr

Files

RECEIVED
JAN 5 - 1971

U-168(24)
1463

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 16, 1970

To: Mr. Floyd Query
Secretary
State Highway Commission
BUILDING

SUBJECT: Pipe Line Crossing Agreement
Portland Traction Company
Ross Island Bridge-Reedway Street Section
Pacific Highway East
Multnomah County
R/W File No. 44434

RAILROAD COMPANIES
FILE No. 6.93

Attached hereto please find one copy of the above subject agreement. The fully executed duplicate original has been handed to Velda DeGuire in Mr. Saling's office for processing after which it will be forwarded to your office for your permanent records.

Distribution of conformed copies has been made as indicated below.

T. W. Litchfield
Railroad and Utility Engineer

TWL:dl
cc: A. E. Johnson
F. D. Morgan
R. N. Bothman w/agreement
R. L. Schroeder "
R. N. Chase " (3)
V. E. Skoog "
E. F. Saling "
J. L. Sollis "
Harry Oswald "

12-21-70
noted in
agreement book

NOTED
FLOYD QUERY

Fran

SP 82475-734

PREPARED FOR FILING
DEC 17
U-168(24)
7463

Pass I. Br. - SE Roseburg
Pac Hwy E.

OREGON STATE HIGHWAY DEPARTMENT

METROPOLITAN SECTION
5821 N. E. Glisan Portland Oregon 97213 Phone 229-6971

December 9, 1970

Messrs. A.B., J.B. & C.A. Emig
4215 S. E. 9th Avenue
Portland, Oregon 97202

NOTED
A. E. JOHNSON

Re: Property
4215 S. E. 9th Avenue

Gentlemen:

Regarding your letters of November 28, 1970 and December 1, 1970, we are reviewing your proposal as it affects the property at 4215 S. E. 9th Avenue. Alternate plans are being prepared and these should be finished by December 11, 1970. We should be able to give you an answer by the first of next week.

Mr. Louis Grothaus, District Right of Way Supervisor, will be advised of the progress of these engineering studies and should be contacted for any additional information.

Very truly yours,

Robert L. Schroeder
Metropolitan Engineer

By:

ORIGINAL SIGNED BY
J. H. VERSTEEG

J. H. Versteeg
Assistant Metropolitan Engineer

JHV:pb

bcc: Louis Grothaus
A. E. Johnson
Harry Oswald

RECEIVED
DEC 10 1970
OFFICE OF
STATE HIGHWAY ENGINEER

Monthly transaction number	FORM R-2A (Rev. 10-68) STATE COPY U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION BUREAU OF PUBLIC ROADS	State
12-22		Oregon
Project report number: 4	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** (PPM 21-7) 12-8-70	County: Multnomah
Modification number: 1		Project number: U-168(24)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on October 5, 1970, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,548,547	$ 1,508,547
Federal funds	$ 983,946	$ 958,530
Other revisions		

Ross Island Br.-S.E. Roadway St.

This modification is made for the following reasons:
To include Ross Island Sand & Gravel's share in the agreement.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 8th day of December, 1970.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By M Kuber

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

By G L Gieus
(Division Engineer)
For: R. E. Simpson

Oregon State Highway Division

Federal-Aid
Project No. U-168(24)

ROSS ISLAND BRIDGE-S.E. REEDWAY ST. SECTION

OF THE PACIFIC HWY. EAST IN MULTNOMAH COUNTY

Salem, Oregon, December 1, 1970

Revised project agreement estimate.

Type Code 6203
Roadway (Sta. 467+55 to Sta. 562+50.14)

Temporary Protection and Direction of Traffic	All Required		$ 85,000.00
Clearing and Grubbing	All Required		22,000.00
Removal of Structures and Obstructions	All Required		32,000.00
General Excavation	62,000 cu.yd.	3.85	238,700.00
Trench Excavation	6,400 cu.yd.	5.00	32,000.00
Finishing Roadbed and Slopes	All Required		15,000.00
Furnishing and Placing Topsoil	1,120 cu.yd.	5.50	6,160.00
Watering	800 M-gal.	4.00	3,200.00
Bituminous Base Mixture	32,000 ton	6.20	198,400.00
Asphalt in Bituminous Base Mixture	1,750 ton	31.50	55,125.00
Coarse Aggregate Base	31,000 ton	3.40	105,400.00
3/4" - 0 Aggregate Base	55 ton	4.50	247.50
Class "B" Asphalt Concrete Mixture	28,800 ton	6.30	181,440.00
Asphalt Cement in Mixture	1,860 ton	31.50	58,590.00
Asphalt in Tack Coat	20 ton	90.00	1,800.00
Class "A" Concrete in Retaining Walls, Stairways, and Miscellaneous Structures	110 cu.yd.	200.00	22,000.00
Reinforcement in Retaining Walls, Stairways, and Miscellaneous Structures	7,900 lb.	0.25	1,975.00
Pipe Handrail	180 lin.ft.	8.50	1,530.00
Pedestrian Handrail	60 lin.ft.	22.00	1,320.00
8-inch Sewer Pipe	950 lin.ft.	4.50	4,275.00
12-inch Sewer Pipe	5,800 lin.ft.	6.25	36,250.00
15-inch Sewer Pipe	3,300 lin.ft.	7.80	25,740.00
18-inch Sewer Pipe	1,060 lin.ft.	10.25	10,865.00
21-inch Sewer Pipe	1,080 lin.ft.	12.50	13,500.00
Extra for Pipe Under Pavement	3,400 lin.ft.	5.25	17,850.00
Class "A" Concrete in Sewers	4 cu.yd.	250.00	1,000.00
Reinforcement in Sewers	110 lb.	0.45	49.50
Concrete Manholes	36 only	420.00	15,120.00
Pressure Manholes	2 only	520.00	1,040.00

Concrete Inlets, Type CG	22 only	160.00	$ 3,520.00
Concrete Inlets, Type G-1	62 only	165.00	10,230.00
Concrete Inlets, Type P	11 only	175.00	1,925.00
8-inch Drain Pipe	72 lin.ft.	3.25	234.00
Special Filter Material in Drains	4 cu.yd.	6.50	26.00
Guard Rail, Type 1	370 lin.ft.	2.90	1,073.00
Guard Rail, Type 2	2,000 lin.ft.	2.95	5,900.00
Guard Rail, Type 2A	220 lin.ft.	4.20	924.00
Barricade, Type 2	480 lin.ft.	4.75	2,280.00
Guard Rail Anchors	2 only	220.00	440.00
Concrete Walks	5,500 sq.yd.	4.70	25,850.00
Concrete Driveways	1,230 sq.yd.	6.50	7,995.00
4-inch Concrete Surfacing	30 sq.yd.	6.20	186.00
Concrete Curbs	670 cu.yd.	43.00	28,810.00
Concrete Islands	440 cu.yd.	62.00	27,280.00
Extra for Asphalt Curbs	230 lin.ft.	1.50	345.00
Adjusting Manholes	38 only	75.00	2,850.00
Reconstructing Manholes	8 only	265.00	2,120.00
Adjusting Inlets	5 only	55.00	275.00
Capping Manholes	2 only	140.00	280.00
Roadside Seeding	4 acre	150.00	600.00
Roadside Mulching	4 acre	190.00	760.00
Cut Stone Facing For Retaining Wall	660 sq.ft.	6.50	4,290.00
Traffic Signal			
Traffic Signal Removal and Installation, Complete	All Required		66,000.00
			$1,381,770.00
Flagging (60% of contractor's cost)	All Required		$ 25,000.00
Erosion Control	All Required		1,000.00
			$ 26,000.00
	Subtotal		$1,407,770.00
	10% Engr. & Cont.		140,777.00
	Total		$1,548,547.00
Credit for Ross Island Sand & Gravel's Share of Traffic Signal and Channelization	All Required		40,000.00
			$1,508,547.00

Items Retained in Program Status

Channelization at Ross Island		
Sand and Gravel	All Required	$ 35,000.00
Signing Permanent	All Required	7,500.00
	Subtotal	$ 42,500.00
	10% Engr. & Cont.	4,250.00
	Total	$ 46,750.00

Length of Project - - - - 1.798 Miles
Cost of Roadway Per Mile- $839,013.90

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$1,508,547.00	$958,530.00	$550,017.00
Retained in Program Status	46,750.00	29,704.00	17,046.00
Total	$1,555,297.00	$988,234.00	$567,063.00

Group 1 - 100%

Contract No. 7463

Prefix 26-1026

ROSS ISLAND BRIDGE-S.E. REEDWAY ST. SECTION

U-168(24)

Nonparticipating State Work

Work by Portland General Electric Co.	All Required	$ 3,000.00
Work by City of Portland (Water)	All Required	40,000.00
Work by City of Portland (Light)	All Required	15,000.00
R.R. Protective Service	All Required	100.00
		$ 58,100.00

STATE COPY

Form Approved; Budget Bureau No. 04-R2309

MONTHLY TRANSACTION NO.	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION BUREAU OF PUBLIC ROADS	STATE Oregon
10-17		COUNTY Multnomah
PROJECT REPORT NO. 3	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)* 10-[illegible]-10	PROJECT NO. U-168(24)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator and the Director of Public Roads relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Ross Island Bridge-S.E. Roadway St.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	7-22-70	1.798
OTHER *(Specify)*		

FUNDS Pro Rata 63.54%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 1,548,547.00	$ 983,946.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By [signature]
Assistant State Highway Engineer
(Title)

By _____
(Title)

By _____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

By [signature]
(Division Engineer)
For: R. E. Simpson

Date executed by Division Engineer OCT 5 1970

FORM PR-2 (REV. 1-70) PAGE 1 PREVIOUS EDITIONS ARE OBSOLETE

Oregon State Highway Division

Federal Aid
Project No. U-168(24)

ROSS ISLAND BRIDGE-S.E. REEDWAY ST. SECTION

OF THE PACIFIC HWY. EAST IN MULTNOMAH COUNTY

Salem, Oregon, September 30, 1970

Project agreement estimate

Type Code 6203
Roadway (Sta. 467+55 to Sta. 562+50.14)

Temporary Protection and Direction of Traffic	All Required		$	85,000.00
Clearing and Grubbing	All Required			22,000.00
Removal of Structures and Obstructions	All Required			32,000.00
General Excavation	62,000 cu.yd.	3.85		238,700.00
Trench Excavation	6,400 cu.yd.	5.00		32,000.00
Finishing Roadbed and Slopes	All Required			15,000.00
Furnishing and Placing Topsoil	1,120 cu.yd.	5.50		6,160.00
Watering	800 M-gal.	4.00		3,200.00
Bituminous Base Mixture	32,000 ton	6.20		198,400.00
Asphalt in Bituminous Base Mixture	1,750 ton	31.50		55,125.00
Coarse Aggregate Base	31,000 ton	3.40		105,400.00
3/4" - 0 Aggregate Base	55 ton	4.50		247.50
Class "B" Asphalt Concrete Mixture	28,800 ton	6.30		181,440.00
Asphalt Cement in Mixture	1,860 ton	31.50		58,590.00
Asphalt in Tack Coat	20 ton	90.00		1,800.00
Class "A" Concrete in Retaining Walls, Stairways, and Miscellaneous Structures	110 cu.yd.	200.00		22,000.00
Reinforcement in Retaining Walls, Stairways, and Miscellaneous Structures	7,900 lb.	0.25		1,975.00
Pipe Handrail	180 lin.ft.	8.50		1,530.00
Pedestrian Handrail	60 lin.ft.	22.00		1,320.00
8-inch Sewer Pipe	950 lin.ft.	4.50		4,275.00
12-inch Sewer Pipe	5,800 lin.ft.	6.25		36,250.00
15-inch Sewer Pipe	3,300 lin.ft.	7.80		25,740.00
18-inch Sewer Pipe	1,060 lin.ft.	10.25		10,865.00
21-inch Sewer Pipe	1,080 lin.ft.	12.50		13,500.00
Extra for Pipe Under Pavement	3,400 lin.ft.	5.25		17,850.00
Class "A" Concrete in Sewers	4 cu.yd.	250.00		1,000.00
Reinforcement in Sewers	110 lb.	0.45		49.50
Concrete Manholes	36 only	420.00		15,120.00
Pressure Manholes	2 only	520.00		1,040.00

Concrete Inlets, Type CG	22 only	160.00	3,520.00
Concrete Inlets, Type G-1	62 only	165.00	10,230.00
Concrete Inlets, Type P	11 only	175.00	1,925.00
8-inch Drain Pipe	72 lin.ft.	3.25	234.00
Special Filter Material in Drains	4 cu.yd.	6.50	26.00
Guard Rail, Type 1	370 lin.ft.	2.90	1,073.00
Guard Rail, Type 2	2,000 lin.ft.	2.95	5,900.00
Guard Rail, Type 2A	220 lin.ft.	4.20	924.00
Barricade, Type 2	480 lin.ft.	4.75	2,280.00
Guard Rail Anchors	2 only	220.00	440.00
Concrete Walks	5,500 sq.yd.	4.70	25,850.00
Concrete Driveways	1,230 sq.yd.	6.50	7,995.00
4-inch Concrete Surfacing	30 sq.yd.	6.20	186.00
Concrete Curbs	670 cu.yd.	43.00	28,810.00
Concrete Islands	440 cu.yd.	62.00	27,280.00
Extra for Asphalt Curbs	230 lin.ft.	1.50	345.00
Adjusting Manholes	38 only	75.00	2,850.00
Reconstructing Manholes	8 only	265.00	2,120.00
Adjusting Inlets	5 only	55.00	275.00
Capping Manholes	2 only	140.00	280.00
Roadside Seeding	4 acre	150.00	600.00
Roadside Mulching	4 acre	190.00	760.00
Cut Stone Facing For Retaining Wall	660 sq.ft.	6.50	4,290.00
Traffic Signal			
Traffic Signal Removal and Installation, Complete	All Required		66,000.00
			$1,381,770.00
Flagging (60% of contractor's cost)	All Required		$ 25,000.00
Erosion Control	All Required		1,000.00
			$ 26,000.00
	Subtotal		$1,407,770.00
	10% Engr. & Cont.		140,777.00
	Total		$1,548,547.00

Items Retained in Program Status

Channelization at Ross Island Sand and Gravel	All Required		$ 35,000.00
Signing Permanent	All Required		7,500.00
	Subtotal		$ 42,500.00
	10% Engr. & Cont.		4,250.00
	Total		$ 46,750.00

Length of Project - - - - 1.798 Miles
Cost of Roadway Per Mile- $861,260.84

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$1,548,547.00	$983,946.00	$564,601.00
Retained in Program Status	46,750.00	29,704.00	17,046.00
Total	$1,595,297.00	41,013,650.00	$581,647.00

Group 1 - 100%

Contract No. 7463

Prefix 26-1026

ROSS ISLAND BRIDGE-S.E. REEDWAY ST. SECTION

U-168(24)

Nonparticipating State Work

Work by Portland General Electric Co.	All Required	$ 3,000.00
Work by City of Portland (Water)	All Required	40,000.00
Work by City of Portland (Light)	All Required	15,000.00
R.R. Protective Service	All Required	100.00
		$ 58,100.00

NOV 24 1970

FOR FILING 41-168(24)

7463

DEPARTMENT OF JUSTICE

Memorandum

TO: Les Hampton **DATE:** November 10, 1970

FROM: Frank C. McKinney

SUBJECT: State v. Richard Lord (L-6149)
State v. Hazel Lord (L-6118)

NOTED
R. L. PORTER

During the afternoon of November 9, John Oakes brought Richard Lord to my office, introduced him and mentioned that Mr. Lord had a question which the Right of Way Department could not answer.

At that point I asked Mr. Lord whether his problem involved our present condemnation cases for portions of property on McLoughlin Boulevard, south of the Ross Island Bridge. I informed him I knew he had an attorney and if his question involved these files, then, of course, I would have to discuss it with his attorney. He assured me his question did not involve his condemnation cases, and further that he had not discussed this matter with his attorney.

Mr. Lord then proceeded to request me to furnish him with our legal and right of way files on the same project so he could review the appraisals made on those files. Obviously his reason was to obtain the names of our appraisers and their land values and damages on other properties on this project to use for possible cross-examination in his litigation. I told Mr. Lord that if we had settled all the cases in which he was particularly interested, I would be more than willing to give him the final settlement figure which would be recorded in a deed, or set forth in the verdict in the event the case was tried; however, I would not release our files to him inasmuch as we were still in litigation on his property, which was undoubtedly involved with his request.

Mr. Lord was obviously unhappy with my refusal to furnish him, a taxpayer, with what he considered to be public records. He stated that one of his appraisers had given him the ORS and a case citation saying that a state agency had to turn over public writings and records to a citizen so desiring them. I advised him I was well aware of the statutes and the case, but that they did not apply in this situation since we had an attorney-client relation and that the appraisals made on the other files were purchased by the state and were not available without a court order.

I told him he should discuss this with his attorney and that we would be willing to work with him with respect to settling his cases.

He stated he did not go to his attorney on this occasion because every time he went to his attorney it cost him money.

He again indicated that he felt rebuffed because I did not want to talk to him and wanted to know the reason why. I told him it was just a case of plain and simple legal ethics that I should not be talking to another attorney's client outside the presence of the attorney.

He then indicated he would have to go over my head to obtain this material and thought he would go see the Attorney General or his Deputy. I told him this was fine with me and that the Attorney General's office was located on the fourth floor of the State Office Building. He then left.

Following his visit I called Diarmuid O'Scannlain and explained what had occurred so he would be alerted in the event Mr. Lord came to his office, complaining about my attitude and refusal to furnish him the appraisals. The state, of course, had paid considerable sums for property appraisals on the same line as the Lord property, and this is one reason Oregon courts have not allowed depositions of a work product, even though acquired by a public agency. Mr. O'Scannlain agreed that he would handle the matter in case Mr. Lord appeared in his office, particularly the legal ethics questions.

I then called Carl Reiter, Mr. Lord's attorney, who was totally unaware that Mr. Lord had come to Salem. He apologized for him and stated Mr. Lord had been a difficult client to handle and that on at least one occasion he had requested him to please stay out of the case as long as he was handling it. Apparently, however, Mr. Lord does not have much else to do and will probably continue to be involved with or without the consent of his attorney.

FCMcK:ks

cc: Diarmuid O'Scannlain
R. L. Porter
D. H. Moehring
L. I. Lindas

RECEIVED
NOV 12 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 20 1970
FOR FILING

U-168(24)
1463

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem 97310
April 17, 1970

To: Mr. Forrest Cooper
State Highway Engineer

BUILDING

SUBJECT: Lord
Rose City Manor Motel
Ross Island Bridge-SE
Reedway Section

This is to advise that filing in condemnation was made on the Lord file in December of 1969. The appraisals both being fees are based on values as of the date of taking.

I have discussed the matter with Mr. Hampton who will probably be handling the trial and am advised that he is presently studying the appraisals to be certain that both appraisers are on firm ground and are on the proper premise for a court appearance.

The case has not as yet been set for trial but from all intents and purposes it appears that it will be tried rather than settled.

D. H. MOEHRING
Right of Way Engineer

DHM:GZ

NOTED
FORREST COOPER

RECEIVED
APR 20 1970
OFFICE OF
STATE HIGHWAY ENGINEER

SP 82479-734

FORM S-30 (REV. 10-59)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 7, 1970

To: FILE

SUBJECT: 42642-R. H. Lord, et al
43134-Hazel W. Lord, et al
Ross Island Bridge-S.E. Reedway
Pacific Highway East
Multnomah County

There would be no appreciable saving in right of way costs for subject files between a partial taking, accomplished by structure, and an entire taking which would allow earth fill.

Present appraisals by Mr. Anthony Rodwick and Mr. LeRoy Draper assumed that all land, as described in subject files as lying between the westerly line of McLaughlin Blvd. and the easterly line of the railroad, would be taken. They made no study to reflect a lesser taking in the event the widening was accomplished by structure rather than fill.

However, as contended by Mr. Jack Pattee in his earlier appraisal, and as agreed upon by highway personnel, the then proposed 0.55 acre partial taking along the entire McLaughlin Blvd. frontage, coupled with complete restriction of access to the highway, would be tantamount to an entire taking, leaving only a minimal value for the 2.15 acre steep hillside remainder.

As presently reviewed, the total value of the total 2.7 acre property in question is $42,500 (File 42642) containing 0.4 acre of usable highway frontage at $17,500, and File 43134 containing 2.3 acres of steep hillside suitable for multi-family development at $25,000. Development costs in the before situation are extreme. Any taking which precludes access to the remainder would heighten and aggravate those costs, resulting in virtually 100% damages to that remainder.

Milner M. Mead

MILNER M. MEAD
Ass't Appraisal Supervisor

MMM:bjb

GPO 824775-734

RECEIVED
APR 8 - 1970
FOR FILING

Cover
RH
Pac E

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 7, 1970

To: MEMO TO FILE

SUBJECT:

4p

On this date, Keith Burns, Attorney, Portland, was in my office discussing the Lord right-of-way acquisition located on McLoughlin Boulevard in southeast Portland (US99E) near Holgate.

Mr. Burns stated that it could be possible that a jury would award a high verdict in an eminent domain proceeding which could equal the cost of building a viaduct. I told him that I thought this was a speculative matter only and that our appraisals indicated a very wide discrepancy between the cost of a viaduct and the taking of the land.

I also told Mr. Burns that we would have our appraisals reviewed to be sure that nothing had been overlooked.

Forrest Cooper
State Highway Engineer

FC:fn

cc R. L. Porter
F. B. Klaboe
Victor D. Wolfe
D. H. Moehring - Please review appraisals and report.

RECEIVED
APR 7 - 1970
FOR FILING

Grant
Pl 4
Pac 2

Spre

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 2, 1970

SUBJECT: Lord Brothers Property
Ross Island-Reedway Section
Pacific Highway - Multnomah County

To:
Mr. F. B. Klaboe
Assistant State Highway Engineer
Building

As a result of negotiations going on between the State and Lord Brothers, we have prepared new estimates for construction alternates through the Lord property.

One plan provides a fill through the property and requires a right of way taking of all land east of the railroad. This construction is estimated at $109,000. The other plan provides partial viaducts and does not require all of the Lord property. It is estimated to cost $425,200 to construct. The difference between the two is $316,200. No right of way is included in either estimate.

A copy of Leslie B. Hampton's letter is enclosed asking that we make this review. We believe you will want this information for an upcoming meeting.

D. J. Barbee
Design Engineer

Attach
cc: L. B. Hampton
A. E. Johnson w/attach
D. H. Moehring

NOTED
F. B. KLABOE

RECEIVED
APR 1970
OFFICE OF
STATE HIGHWAY ENGINEER

FORM S-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

March 23, 1970

To: Mr. F. D. Morgan
Construction Engineer

BUILDING

SUBJECT: State of Oregon vs.
Hazel W. Lord, et al.
Case No. 354-374
Ross Island Bridge-
Reedway Section
Pacific Highway East
Our file L-6118 R-43134

The above file involves the taking of 2.3 acres of the defendants' property for right of way purposes. The property is located on the westerly side of the highway between stations 505+00 and 512+00. Defendants also own property immediately across the highway to the east that is improved with a motel and restaurant. A portion of the motel-restaurant property is being acquired under a separate file. I had a meeting this morning with defendants' attorney Mr. Keith Burns of Portland. He stated that the basic purpose of his clients was to persuade us to locate our new highway improvement on a structure in the area of the subject property and thereby reduce the area taken. Mr. Burns, and apparently his witnesses, place great value on the subject property. He stated that defendants' demands would be at least $200,000 for the taking and damages. Our offer is in the amount of $25,000.

The defendants have made the same request in the past through the Metro engineer's office. Mr. Burns asked me to present this matter to the Construction Division for a review of our decision to construct the highway improvement on fill in the area of the subject property. I may be somewhat lacking in vision but defendants' ideas of the value of the subject property seem exaggerated at best. In any event, I promised to submit the matter to the Division for review. Please have the appropriate personnel review our decision in light of the defendants' request. Incidentally, Mr. Burns stated that he is to meet with Highway Commission Chairman Jackson to discuss policy regarding private development of riverfront properties.

REFERRED TO
Olson
Design Engr.

LESLIE B. HAMPTON
Asst. Attorney General

LBH:ap
cc Mr. D. J. Barbee
Mr. D. H. Moehring

Barbee
Hall
A. Olson
Sample
Terpin
Swenson

RECEIVED
MAR 24 1970
DESIGN
DIVISION

Form B-10

OREGON STATE HIGHWAY DEPARTMENT

TABULATION SHEET

SHEET ..... OF ..... SHEETS

Estimate - Coos Island - Roadway Sect.
Sta. 504+71 to 513+67
Without Viaducts

Prelim. Design 4-2-70 T.E.
101' curb-curb (48' Rt. & 53' Lt.)

(vicinity Lord property)

	ITEM		Unit	Net	Allowance	Quantity	Unit Price	Amount
Clearing	Grubbing & Removal		All					$2,500
Trench	Excav.		Cu. Yd.	561	112	673	$ 4.00	2,692
General	Excav.		Cu. Yd.	3,794	759	4,553	1.10	5,008
Finish	Roadbed & Slopes		Mile	0.17	-	0.17	2,000.00	340
12" Sewer	Pipe		Lin. Ft.	990	198	1,188	3.75	4455
Class "A"	Conc. in	Walls	Cu. Yd.	85	17	102	60.00	6,120
Metal	Reinf. in	Walls	Lb.	6,447	1,289	7,736	0.15	1,160
Conc.	Manhole - 6' or less deep		Each	1	-	1	300.00	300
Conc.	Manhole - 6' to 12' deep		Each	2	-	2	350.00	700
Conc.	Inlet, Type	CG	Each	3	-	3	100.00	300
Conc.	Inlet, Type	G-1	Each	3	-	3	150.00	450
Adjust	Manholes		Each	3	-	3	75.00	225
Type 2	Guard Rail		Lin. Ft.	915	183	1,098	3.00	3,294
Preparation	of Old	Roadbed	Mile	0.17	-	0.17	500.00	85
Preparation	of Base		Mile	0.17	-	0.17	500.00	85
Coarse	Base		Ton	3,243	649	3,892	2.25	8,756
Plant Mix	Bit.	Base	Ton	2,896	579	3,475	4.75	16,606
3/4"-0 in	Prime	Coat	Cu Yd	48	10	58	5.50	319
RC-250 in	Prime	Coat	Ton	8	2	10	45.00	450
RS-2 in	Tack	Coat	Ton	2	-	2	60.00	120
Class "B"	A.C.	Mix	Ton	2,118	424	2,542	5.00	12,710
85/100 in	Mix		Ton	247	49	296	28.00	8,288
Watering	Stone	Base	M-Gal.	41	8	49	3.00	147
Class "A"	Conc. in	Curbs	Cu. Yd.	57	11	68	40.00	2,720
				Subtotal				77,730
				+40% Engineering & Contingencies				31,270
				TOTAL GRADING & PAVING				$109,000

Note - No cost assigned to added embankment required by this plan. There is approximately 27,000 cu. yds. of excess material on this

	ITEM	Unit	Net	Allowance	Quantity	Unit Price	Amount
Clearing, Grubbing & Removal		All					$2,500
Trench Excav.		Cu. Yd.	561	112	673	$ 4.00	2,692
General Excav.		Cu. Yd.	3,794	759	4,553	1.10	5,008
Finish Roadbed & Slopes		Mile	0.17	-	0.17	2,000.00	340
12" Sewer Pipe		Lin. Ft.	990	198	1,188	3.75	4,455
Class "A" Conc. in	Walls	Cu. Yd.	85	17	102	60.00	6,120
Metal Reinf. in	Walls	Lb.	6,447	1,289	7,736	0.15	1,160
Conc. Manhole - 6' or less deep		Each	1	-	1	300.00	300
Conc. Manhole - 6' to 12' deep		Each	2	-	2	350.00	700
Conc. Inlet, Type	CG	Each	3	-	3	100.00	300
Conc. Inlet, Type	G-1	Each	3	-	3	150.00	450
Adjust Manholes		Each	3	-	3	75.00	225
Type 2 Guard Rail		Lin. Ft.	915	183	1,098	3.00	3,294
Preparation of 0'd	Roadbed	Mile	0.17	-	0.17	500.00	85
Preparation of	Base	Mile	0.17	-	0.17	500.00	85
Coarse Base		Ton	3,243	649	3,892	2.25	8,756
Plant Mix Bit.	Base	Ton	2,896	579	3,475	4.75	16,506
3/4"-0 in	Prime Coat	Cu Yd	48	10	58	5.50	319
RC-250 in	Prime Coat	Ton	8	2	10	45.00	450
RS-2 in	Tack Coat	Ton	2	-	2	60.00	120
Class "B" A.C.	Mix	Ton	2,118	424	2,542	5.00	12,710
85/100 in	Mix	Ton	247	49	296	28.00	8,288
Watering	Stone Base	M-Gal.	41	8	49	3.00	147
Class "A" Conc. in	Curbs	Cu. Yd.	57	11	68	40.00	2,720
			Subtotal				77,730
			+40% Engineering & Contingencies				31,270
			TOTAL GRADING & PAVING				$109,000

Note:- No cost assigned to added embankment required by this plan. There is approximately 27,000 cu. yds. of excess material on this project as worked up on 96' curb to curb section. The 101 curb to curb section used on this estimate would use 8,000 cu. yd. of this material so job would still have 19,000 cu. yds excess.

See estimate of job with partial viaducts for R/W explanation.

Form E-49

OREGON STATE HIGHWAY DEPARTMENT

TABULATION SHEET

SHEET ..... OF ..... SHEETS

Estimate - Coos Island - Roadway Sect
Sta. 501+11 to 513+67
With Viaducts

Prelim. Design 4-7-70 T.E.
101' Curb-curb (48' Rt 53' Lt.)

(vicinity Lord property)

	ITEM		Unit	Net	Allowance	Quantity	Unit Price	Amount
Clearing	Grubbing & Removal		All					$2,500
Trench	Excav.		Cu. Yd.	403	81	484	$4.00	1,936
General	Excav.		Cu. Yd.	3,794	759	4,553	1.10	5,008
Finish	Roadbed & Slopes		Mile	0.17	-	0.17	2,000.00	340
12"	Sewer Pipe		Lin. Ft.	900	180	1080	3.75	4,050
Class "A"	Conc. in	Walls.	Cu. Yd.	0	-	-	60.00	0
Metal	Reinf. in	Walls	Lb.	0	-	-	0.15	0
Conc.	Manhole - 6' or less deep		Each	1	-	1	300.00	300
Conc.	Manhole - 6' to 12' deep		Each	2	-	2	350.00	700
Conc.	Inlet, Type	CG	Each	3	-	3	100.00	300
Conc.	Inlet, Type	G-1	Each	1	-	1	150.00	150
Adjust	Manholes		Each	3	-	3	75.00	225
Type 2	Guard Rail		Lin. Ft.	360	72	432	3.00	1,296
Preparation of Old	Roadbed		Mile	0.17	-	0.17	500.00	85
Preparation of	Base		Mile	0.17	-	0.17	500.00	85
Coarse	Base		Ton	2,482	496	2978	2.25	6,700
Plant Mix	Bit. Base		Ton	2,216	443	2659	4.75	12,630
3/4"-0	Prime Coat		Cu Yd	37	7	44	5.50	242
RC-250 in	Prime Coat		Ton	6	1	7	45.00	315
RS-2 in	Tack Coat		Ton	2	-	2	60.00	120
Class "B"	A.C. Mix		Ton	1,948	390	2,338	5.00	11,690
85/100	in Mix		Ton	207	41	248	28.00	6,944
Watering	Stone Base		M-Gal.	31	6	37	3.00	111
Class "A"	Conc. in Curbs		Cu. Yd.	41	8	49	40.00	1,960
				Subtotal				57,687
				+40% Engineering & Contingencies				22,313
				TOTAL GRADING & PAVING				80,000
				STRUCTURES				345,200
				TOTAL CONST. COST				$425,200

	ITEM		Unit	Net	Allowance	Quantity	Unit Price	Amount
Clearing	Grubbing & Removal		All					$2,500
Trench	Excav.		Cu. Yd.	403	81	484	$ 4.00	1,936
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Finish	Roadbed & Slopes		Mile	0.17	-	0.17	2,000.00	340
12" Sewer	Pipe		Lin. Ft.	900	180	1080	3.75	4,050
Class "A"	Conc. in	Walls.	Cu. Yd.	0	-	-	60.00	0
Metal	Reinf. in	Walls	Lb.	0	-	-	0.15	0
Conc.	Manhole - 6' or less deep		Each	1	-	1	300.00	300
Conc.	Manhole - 6' to 12' deep		Each	2	-	2	350.00	700
Conc.	Inlet, Type	CG	Each	3	-	3	100.00	300
Conc.	Inlet, Type	G-1	Each	1	-	1	150.00	150
Adjust	Manholes		Each	3	-	3	75.00	225
Type 2	Guard Rail		Lin. Ft.	360	72	432	3.00	1,296
Preparation	of Old	Roadbed	Mile	0.17	-	0.17	500.00	85
Preparation	of Base		Mile	0.17	-	0.17	500.00	85
Coarse	Base		Ton	2,482	496	2978	2.25	6,700
Plant Mix	Bit.	Base	Ton	2,216	443	2659	4.75	12,630
3/4"-0	Prime	Coat	Cu Yd	37	7	44	5.50	242
RC-250 in	Prime	Coat	Ton	6	1	7	45.00	315
RS-2 in	Tack	Coat	Ton	2	-	2	60.00	120
Class "B"	A.C.	Mix	Ton	1,948	390	2,338	5.00	11,690
85/100 in	Mix		Ton	207	41	248	28.00	6,944
Watering	Stone	Base	M-Gal.	31	6	37	3.00	111
Class "A"	Conc. in	Curbs	Cu. Yd.	41	8	49	40.00	1,960
				Subtotal				57,687
				+40% Engineering & Contingencies				22,313
				TOTAL GRADING & PAVING				80,000
				STRUCTURES				345,200
				TOTAL CONST. COST				$425,200

Note - RR estimate not included. Previous estimates showed $100.00 savings in RR cost by using partial culverts rather than fill. Property owner disagrees with this figure.

318 E

Oregon State Highway Department
BRIDGE DESIGN SECTION

Sheet 2

Bridge Ross Island Br. ~ S.E. Reedway Sect. County Mult.

Calculations by Parent Date 4-1-70 Bridge No.

Requested By: Edwards Design Sect

MOTLEY
T. C. ROWE

Partial Viaduct _____ $ 225,500
Sta 505+70 to 509+50

Partial Viaduct @ Holgate Blvd _____ $ 119,700

Includes an allowance for engineering and contingencies. Does not include grading, paving, or handling of traffic.

STD.	Sec.	T	R
Owner	14	1S	1E
Penn Pacific Co.		Mount	Pasco
Oregon & Calif. Co.		904	19, 20
Southern Pacific Co.		386	108
P.S. Lord, et ux		1165	112
" " "		577	124
" " "		"	132
Richard N. Lord, et al		497	207
P.S. Lord, et ux		1321	1-3
" " "		"	206
" " "		"	208
" " "		"	"
" " "		"	"
" " "		"	"

E. 1448 000

(11)

250' SP
R = 40
S = 3° 07' 30"

1" 505 ± 65' 96 P.S.C.

1" 508 ± 67.58 P.C.S.

2° 30' 6.4' 45"
T.A. 13° 48' 72
R = 402.72
L mc = 302.50

506 ± 37.6 P.S.C.

507 ± 05.1 2 C.S.S.

TRACTION

COMPA

Abandoned

Coal

Transf. Tower

Ret Wall

Garage

(10)

Top Pt. 8.5

Top Pt. 8.1

(2)

Conc. Mixers

Pump

Pump House

Coal Storage

L 508 + 67 56 P.C.S.

L 511 + 17 56 P.T.

HOLGATE AVENUE

STA 508 + 67 56 P.C.S.

STA 511 + 17 56 P.T.

450' SP
Q = 50.03.30"

N.W. ¼ Sec 14, 1S. 1E
S.W. ¼ Sec. 11, 1S. 1E

Elev. 911 lowest lines on tower
Elev. 701 lowest lines on pole

Iron Tower

2" 516 + 26.41 P.I.
N 672,566.71
E 1,449,572.04

2" 513 + 83.38 P.O.S. =
9th - 0 + 06.82 P.O.T.

Estg. R/W

2" 514 + 61.81 P.O.C. =
Reyn. 0 + 07.25 P.O.T.

Guy Pole

Top Bank Prot. Wall

Top Pl. 100.3

H.H. Pl. 100.55

Top Pl. 100.17

Top Pl. 100.2

Top Pl. 100.2

Hse. No. 10

Hse. No. 11

Hse. No. 9

(9)

(10)

115

515

L 501 + 45.22 P.T.

N 89°-09'-45" E

S.E. LONG ST

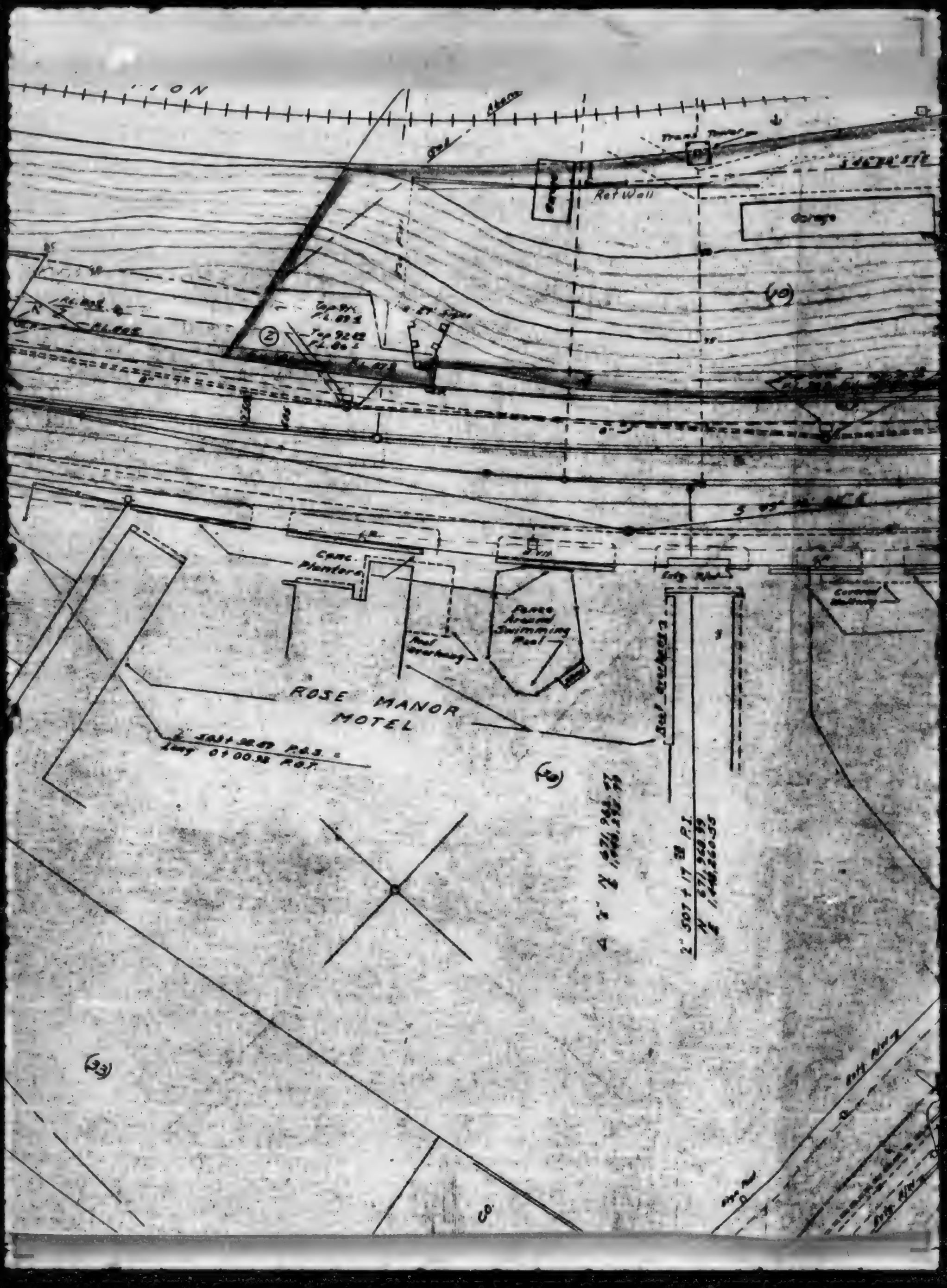
2

1

2

2

2


Ret Wall
Garage
Conc. Planters
Pump
Pump Room
Pump Around Swimming Pool
Ret Wall
ROSE MANOR MOTEL
Top Wk. Fl. 69.2
Top 92.42 Fl. 86.1
Fl. 87.1
Fl. Elev.
Fl. Elev.
Fl. Elev.

HOLGATE MOORAGE RD.

S.E. HOLGATE BLVD.

S.E. 12th Ave.

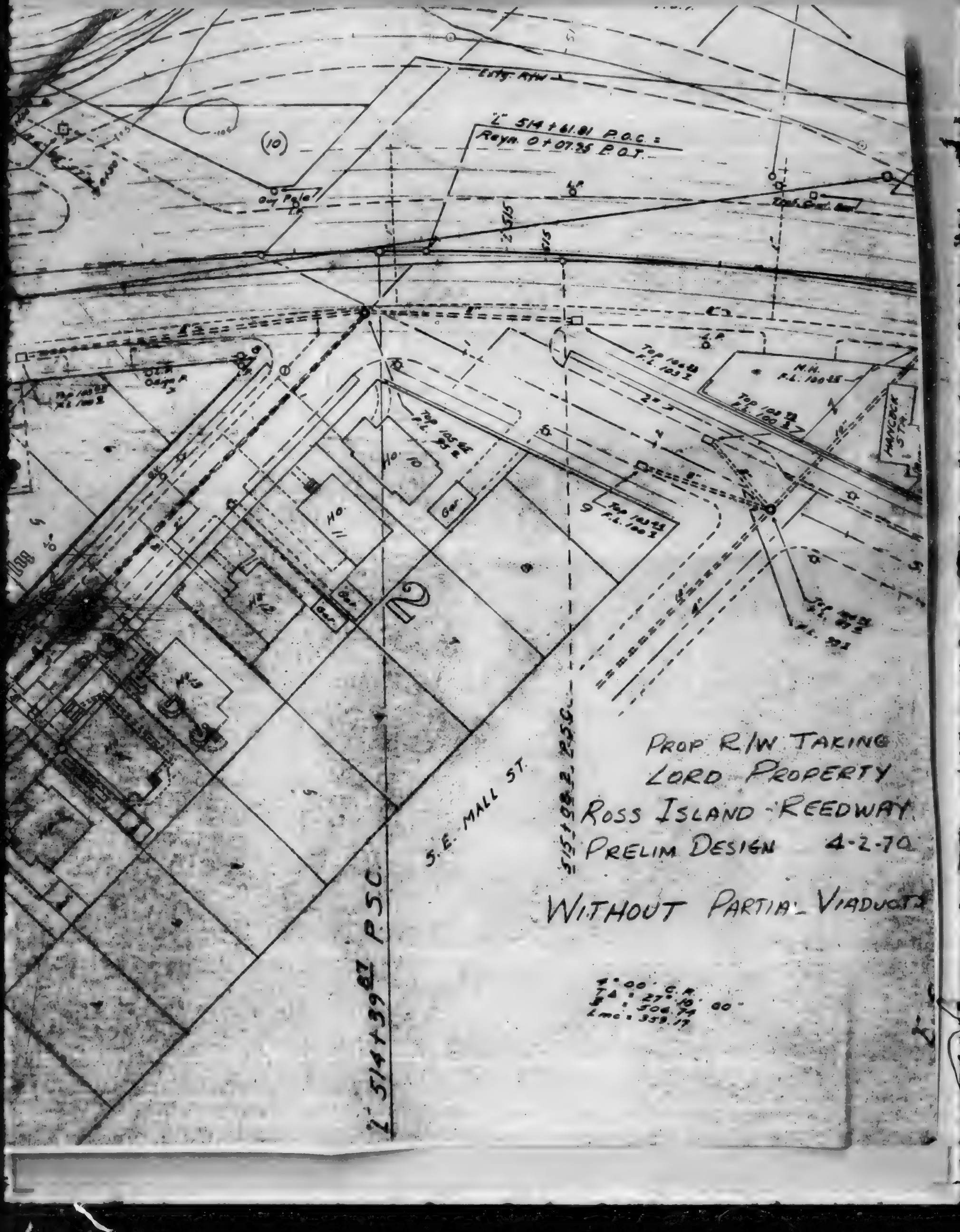
S.E. REYNOLDS ST.

(36)

AMERICAN STA.

GOLDEN EAGLE STA.

ROSE MANOR APTS.


Estg. R/W
℄ 514+61.81 P.O.C. =
Reyn. 0+07.25 P.O.T.
(10)
Top F.L. 103.2
N.H. F.L. 100.85
Top F.L. 100.17
HANCOCK STR.
HO. 10
HO. 11
Top F.L. 103.43
S.E. MALL ST.
℄ 514+39.82 P.S.C.
℄ 515+98.22 P.S.C.
PROP R/W TAKING
LORD PROPERTY
ROSS ISLAND - REEDWAY
PRELIM DESIGN 4-2-70
WITHOUT PARTIAL VIADUCT

RECEIVED
MAR 10 1970
FOR FILING

Court
R/W
Pac Hwy E

KEITH BURNS
ATTORNEY AT LAW

REFERRED 3/6/70
TO Hamilton
FOR Utah Info
LEONARD

1501 STANDARD PLAZA
1100 S. W. SIXTH AVENUE
PORTLAND, OREGON 97204
TELEPHONE 224-0266

File copy

March 2, 1970

RECEIVED
MAR 6 1970
LEGAL & RIGHT OF WAY

Mr. Glenn Jackson, Chairman
Oregon State Highway Commission
Highway Building
Salem, Oregon 97310

Ross Island - Roadway
Sec - Pac Hwy E

Dear Mr. Jackson:

State vs. Hazel W. Lord, et al
Highway Division File No. L-6118, and

State vs. Richard H. Lord, et al
Highway Division File No. L-6149

I gather that it is a bit unusual to be writing you about cases that are presently filed and in litigation. I believe that there are unusual circumstances here that compel me to do so.

Apparently my client, Richard H. Lord, spoke to Mr. Fulton, Chairman of the Department of Transportation on the matter of policy on the taking of that portion of the property in the cases that fronts on the Willamette River to the west of McLoughlin Boulevard that intersects with S. E. Holgate. It is my understanding that Mr. Fulton advised Mr. Lord that he should talk with you about this matter. It is for that reason that I am writing you to ask for an appointment so that Mr. Lord and I can meet with you.

It has always been the position of my clients that they wanted to develop this land. Nothing they have ever done has been for the purpose of trying to demonstrate that the market value is more than the Highway Department has offered them, although they do believe the offer is wholly inadequate.

This land is among the very few parcels within the city limits of Portland on the Willamette River that can be developed for commercial recreational use. My clients own the Rose Manor Motel on McLoughlin Boulevard immediately east of the property in question.

Orig. received 3-9-70
Sent to Jackson "

NOTED
R. L. PORTER

NOTED
FORREST COOPER

RECEIVED
MAR 6 1970
OFFICE OF
STATE HIGHWAY ENGINEER

It is their desire to build further Motel units and apartments and replace a marina that was destroyed in the 1964 flood. All of this would be on the property located on the bank of the Willamette River and east thereof to McLoughlin.

The use the Highway Department would put to this property would be almost solely a place to locate fill in order to support one or two lanes to widen McLoughlin Boulevard. When the widening was first proposed years ago, my clients had urged the Highway Department to bridge this narrow strip so that their land could be saved and could be used for these purposes which are almost unique in the City of Portland in spite of the many miles of the Willamette River coming through the City.

Originally, the Holgate-McLoughlin intersection was designed so that most of this land would be spared. This design provided for an underpass at Holgate and was subsequently changed to provide for a "button hook" and therefore requiring more of my clients land.

The matter of cost to the Highway Department is of primary importance with respect to the bridge versus fill concept. I will be meeting with counsel for the Highway Department in the near future and I think that I will be able to demonstrate that their offer thus far is out of line with the market value in view of some factors they are not taking into consideration. It might be desirable to have that meeting prior to the one with you, for hopefully we will be able to demonstrate that the amount of saving by filling rather than bridging may be considerable less than they now believe. You may wish to consult with the Department before determining which meeting should take place first.

I sincerely appreciate your consideration of this matter.

Because this matter is in litigation, I am sending a copy of this letter to Mr. McKinney.

Sincerely,

KEITH BURNS.

KB/mdh
cc: Mr. Frank C. McKinney

RECEIVED
OCT 16 1968
FOR FILING

Const
RW
Pac Hwy E

Space

October 15, 1968

Mr. Keith Burns
Pozzi, Wilson & Atchison
Suite 808 Standard Plaza
Portland, Oregon 97204

Dear Mr. Burns:

This is in response to your October 7 inquiry concerning the Richard Lord property at S.E. McLoughlin and Holgate Boulevards.

Mr. Lord's property west of the Portland Traction Company tracks is not needed for highway right-of-way. We are informed, however, that there has been some interest on the part of the City to incorporate the area in the Willamette River Greenway program. As far as I can determine, this is a bit up in the air at the moment, and I have no information as to when something might develop.

The deferment of highway federal-aid funds will unquestionably delay the construction of this section by several months. This should not, however, necessitate the delay in the right-of-way acquisition at this time. I understand that at your recent meeting with Mr. Klaboe, it was stated we would process the negotiation with Mr. Lord at an early date if he desired. If this is still your wish, we are ready to proceed.

If anything further is needed, please let me know.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc Forrest Cooper
F. E. Klaboe
Victor D. Wolfe
D. H. Moehring
F. D. Morgan
A. E. Johnson

FEK:srb/RLP:ms

7886

POZZI, WILSON & ATCHISON
ATTORNEYS AT LAW
SUITE 808 STANDARD PLAZA
1100 S. W. SIXTH AVENUE
PORTLAND, OREGON 97204

FRANK POZZI
DONALD R. WILSON
DONALD ATCHISON
GARRY KAHN
DAN O'LEARY
RICHARD P. NOBLE
TYLER E. MARSHALL
RAYMOND J. CONBOY
KEITH BURNS

TELEPHONE
503/226-7131

PHILIP A. LEVIN
1928-1967

October 7, 1968

RECEIVED
BY DEPUTY STATE HIGHWAY ENGINEER

Mr. R. L. Porter
Deputy State Highway Engineer
State Highway Department
Salem, Oregon 97310

RE: Richard Lord

Dear Mr. Porter:

Regarding the Lord property at S. E. McLoughlin and Holgate Boulevard, I would like to know if it is the Department's intention to take the property that is west of the railroad tracks?

Very truly yours,

Keith Burns

KB/cjg

P.S. Has the new development as the availability of federal funds changes your schedule insofar as the date you will take the property?

RECEIVED
OCT 8 1968
OFFICE OF
STATE HIGHWAY ENGINEER

AUG 22 1968

FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
August 22, 1968

Cover
Hwy.
Pac Hwy E

To: MEMO TO THE FILE

SUBJECT:

On August 16, D. H. Moehring, A. E. Johnson and I met with Keith Burns, Attorney, to discuss right-of-way matters involved with the Richard Lord property westerly of McLoughlin Boulevard near its intersection with Holgate Boulevard.

I advised Mr. Burns that we had made an appraisal on the basis of a complete taking and on the basis of salvaging as much of the land as possible through the possible construction of a viaduct section. This appraisal was made by a competent, independent appraiser.

I further advised him that the difference in the cost of the two plans, including right-of-way and engineering contingencies, is approximately $200,000 in favor of the complete taking--fill proposition.

We will therefore proceed on the basis of the complete taking plan.

If Mr. Burns desires us to process Mr. Lord's right-of-way acquisition at an early date on a hardship basis, he will so advise us.

F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

cc: Forrest Cooper
F. D. Morgan
A. E. Johnson
R. L. Porter
D. H. Moehring

RECEIVED
AUG 22 1968
FOR FILING

Cover
All
Parties E

August 22, 1968

Mr. Keith Burns
Pozzi, Levin & Wilson
Suite 808 Standard Plaza
1100 S. W. Sixth Avenue
Portland, Oregon 97204

Dear Mr. Burns:

Reference is made to our recent meeting concerning the property owned by Richard Lord at the intersection of Holgate and McLoughlin Boulevards in Portland.

At this meeting, I advised you that the State Highway Department could not establish sufficient damages to Mr. Lord's property by acquiring all of it between McLoughlin Boulevard and the Portland Traction railroad tracks to offset the cost of salvaging as much of the property as possible through the construction of a viaduct on McLoughlin Boulevard.

I further advised you that our approximate estimate of the difference between constructing the improvements contemplated on McLoughlin Boulevard by fill was $200,000 less than through the use of a viaduct.

At this meeting you requested that I give you some generalized breakdown of our estimate. The total estimated cost for the fill proposition, including engineering, contingencies and right-of-way, is approximately $130,000. The total estimated cost for the viaduct proposition, including engineering, contingencies and right-of-way, is approximately $330,000.

Under the circumstances, our people will design on the basis of a total taking of the property.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
G. E. Rohde
F. D. Morgan
D. H. Moehring
A. E. Johnson

FBK:srb

Form K-60 3M

OREGON STATE HIGHWAY DEPARTMENT

TABULATION SHEET

SHEET ..... OF ..... SHEETS

Estimate - Ross Island Br. - S.E. Roadway Section
Sta. 504+71 to 513+67
with partial viaducts

6-26-68 T.E.

(vicinity Lord property)

ITEM	ITEM		UNIT	NET	ALLOWANCE	TOTAL QUANT.	UNIT PRICE	AMOUNT
Clearing	Clearing	Gen'l	All					$2,500
Trench	Excav.		Cu. Yd	76.5	153	918	$ 4.00	3,672
General	Excav		Cu. Yd.	3,430	686	4,116	1.10	4,528
Ditch	Rock	1:1 Slopes	Mile	0.17	—	0.17	2,000.00	340
12" Sewer	Pipe		Lin. Ft.	949	190	1,139	3.75	4,271
12" CMP	Htg. Pcl.	Cat. Pavlny	Lin Ft	263	53	316	5.75	1,817
Class "A"	Conc. in	Sewers	Cu. Yd.	1	—	1	75.00	75
H.S.	Cl. in	Sewers	Lb.	70	14	84	0.20	17
Conc. Mh	4' - 6" or less	deep	Each	1	—	1	300.00	300
Conc. Mh	4' - 6" to 12'	Deep	Each	3	1	4	350.00	1,400
Conc.	Lt. Type	C-C	Each	3	1	4	100.00	400
Conc.	Lt. Type	C-1	Each	2	—	2	150.00	300
Adjust	Manhole		Each	3	1	4	75.00	300
Type 2	Crushed	Gravel	Lin Ft	350	70	420	3.00	1,260
Loose	Riprap	For Covers	Cu. Yd.	10	2	12	7.00	84
Preparation	of Gen'l	Roadbed	Mile	0.17	—	0.17	500.00	85
Preparation	of Base		Mile	0.17	—	0.17	500.00	85
Coarse	Crushed	Stone Base	Ton	3,147	629	3,776	2.25	8,496
Plant Mix	Bituminous	Base	Ton	2,242	448	2,690	4.75	12,778
24"-0	Material in	Prime Coat	Cu. Yd	61	12	73	5.50	402
RC-250	Asph in	Prime Coat	Ton	10	2	12	45.00	540
RS-2	Asph in	Tack Coat	Ton	0.5	0.1	0.6	60.00	36
35/100	Asph. Cement	in Mix	Ton	214	43	257	28.00	7,196
Class "B"	A.C. Mix		Ton	1,645	329	1,974	5.00	9,870
Watering	of Stone	Base	M-Gal.	41	8	49	3.00	147
Class "A"	Conc. in	Curbs	Cu. Yd.	37	7	44	40.00	1,760
				Subtotal				62,659
				+40% Engineering & Contingencies				25,341
				Total Grading & Paving				88,000
				Structures				216,000
				Plus				

			UNIT	NET	ALLOWANCE	QUANT	PRICE	AMOUNT
Clearing	Clearing	Complete	All					$2,500
Trench	Excav.		Cu. Yd	76.5	153	918	$ 4.00	3,672
General	Excav.		Cu. Yd.	3,430	686	4,116	1.10	4,528
Furnish	Rock	1:1 Slopes	Mile	0.17	—	0.17	2000.00	340
12" Sewer	Pipe		Lin. Ft.	949	190	1,139	3.75	4,271
12" CMP	14 ga. Galv.	Cast Paving	Lin Ft.	263	53	316	5.75	1,817
Class "A"	Conc. in Sewers		Cu. Yd.	1	—	1	75.00	75
Reinf.	Lin Sewers		Lb.	70	14	84	0.20	17
Conc. Hdwl.	- 6 in to 12 in	Loop	Each	1	—	1	300.00	300
Conc. Hdwl.	- 6 to 12 in	Loop	Each	3	1	4	350.00	1,400
Conc. Hdwl.	Std Type	C-C	Each	3	1	4	100.00	400
Conc. Hdwl.	Std Type	C-1	Each	2	—	2	150.00	300
Adjust	Manholes		Each	3	1	4	75.00	300
Type C	Curb & G		Lin Ft.	350	70	420	3.00	1,260
Loose	Riprap for	Towers	Cu. Yd.	10	2	12	7.00	84
Preparation	of C.I.	Roadbed	Mile	0.17	—	0.17	500.00	85
Preparation	of Base		Mile	0.17	—	0.17	500.00	85
Coarse	Crushed	Stone Base	Ton	3,147	629	3,776	2.25	2,496
Plant Mix	Bituminous	Base	Ton	2,242	448	2,690	4.75	12,778
3/4"-0	Material in	Prime Coat	Cu. Yd	61	12	73	5.50	402
RC-250	Asph. in	Prime Coat	Ton	10	2	12	45.00	540
RS-2	Asph. in	Tack Coat	Ton	0.5	0.1	0.6	60.00	36
35/100	Asph. Cem.	t in Mix	Ton	214	43	257	28.00	7,196
Class "B"	A.C. Mix		Ton	1,645	329	1,974	5.00	9,870
Watering	of Stone	Base	M-Gal.	41	8	49	3.00	147
Class "A"	Conc. in	Curbs	Cu. Yd.	37	7	44	40.00	1,760
				Subtotal				62,659
				+40% Engineering & Contingencies				25,341
				Total Grading & Paving				88,000
				Structures				216,000
				R/W				18,800
								$ 322,800

$ 322,800
- 128,900
$ 193,900 additional cost using partial roadways

Form R-48-30M

OREGON STATE HIGHWAY DEPARTMENT

TABULATION SHEET

SHEET ..... OF ..... SHEETS

Estimate - Ross Island Br - S.E. Roadway Section
Sta 504+71 to 513+67
without partial viaducts

6-26-48 T.E.

(vicinity Land property)

ITEM			UNIT	NET	ALLOWANCE	TOTAL QUANT	UNIT PRICE	AMOUNT
Clearing	Grubbing &	Removal	All					$ 2500
Trench	Excav		Cu. Yd	821	164	985	$ 4.00	3,940
Common	Excav.		Cu. Yd	3,450	686	4,116	1.10	4528
Furnish	Sodding	& Slopes	Mile	0.17	—	0.17	2,000.00	340
12" Sewer	Pipe		Lin Ft	1045	209	1254	3.75	4,703
12" C.M.	2.14 ga.	Asph. Coat. Pipe	Lin Ft	263	53	316	.575	1,817
Class "D"	Conc. in	Walls	Cu Yd	21	4	25	60.00	1,500
Metal Re	f. in	Walls	Lb.	1520	304	1824	0.15	274
Class "A"	Conc. in	Sewers	Cu. Yd.	1	—	1	75.00	75
Metal	Reinf. in	Sewers	Lb.	70	14	84	0.20	17
Conc. Mfd	4' - 6' or less	deep	Each	1	—	1	300.00	300
Conc. Mfd	4' 6" to 8'	deep	Each	3	1	4	350.00	1400
Conc. Inlet	Type C.G.		Each	3	1	4	100.00	400
Conc. Inlet	Type C-1		Each	4	1	5	150.00	750
Adjust	Manholes		Each	3	1	4	75.00	300
Type 2	Guard Rail		Lin. Ft.	910	182	1092	3.00	3276
Loose	Riprap for	Sewers	Cu. Yd.	10	2	12	7.00	84
Preparation of	Old Roadbed		Mile	0.17	—	0.17	500.00	85
Preparation of	Base		Mile	0.17	—	0.17	500.00	85
Conc. Crushed	Stone in	Base	Ton	3,964	793	4,757	2.25	10,703
Plant Mix	Bituminous	Base	Ton	2,825	565	3,390	4.75	16,103
3/4"-0 Material in	Prime Coat		Cu. Yd.	77	15	92	5.50	506
RC-250 Asph. in	Prime Coat		Ton	12	2	14	45.00	630
RS-2 Asph. in	Tack Coat		Ton	0.7	0.1	0.8	60.00	48
85/100 Asphalt Cement in	Mix		Ton	269	54	323	28.00	9,044
Class "B"	A.C. Mix		Ton	2,072	414	2,486	5.00	12,430
Watering of	Stone Base		M-Gal.	51	10	61	3.00	183
Class "A"	Conc. in	Curbs	Cu. Yd.	54	11	65	40.00	2,600
				Subtotal				78,621
				+ 40% Engineering & Contingencies				31,379

ITEM		UNIT	NET	ALLOWANCE	QUANT	PRICE	AMOUNT
Clearing	Grubbing & Removal	All					$2,500
Trench	Excav	Cu. Yd	821	164	985	$ 4.00	3,940
General	Excav.	Cu. Yd	3,450	686	4,116	1.10	4528
Finish	Roadbed & Slopes	Mile	0.17	—	0.17	2000.00	340
12"	Sewer Pipe	Lin Ft	1045	209	1254	3.75	4,703
12" CMP	14ga. Asb. Coat. Paved	Lin Ft	263	53	316	5.75	1,817
Class "A"	Conc. in Walls	Cu Yd	21	4	25	60.00	1,500
Metal Re.	f. in Walls	Lb.	1520	304	1824	0.15	274
Class "A"	Conc. in Sewers	Cu. Yd.	1	—	1	75.00	75
Metal Reinf.	in Sewers	Lb.	70	14	84	0.20	17
Conc. Mh	1 - 6' or less deep	Each	1	—	1	300.00	300
Conc. Mh	1 6'+ to 8' deep	Each	3	1	4	350.00	1400
Conc. Inlet	Type C.G	Each	3	1	4	100.00	400
Conc. Inlet	Type C-1	Each	4	1	5	150.00	750
Adjust	Manholes	Each	3	1	4	75.00	300
Type 2	Guard Rail	Lin. Ft.	910	182	1092	3.00	3,276
Loose	Riprap for Sewers	Cu. Yd.	10	2	12	7.00	84
Preparation of	Roadbed	Mile	0.17	—	0.17	500.00	85
Coarse	Crushed Stone in Base	Ton	3,964	793	4,757	2.25	10,703
Plant Mix	Bituminous Base	Ton	2,825	565	3,390	4.75	16,103
3/4"-0	Material in Prime Coat	Cu. Yd.	77	15	92	5.50	506
RC-250	Asph. in Prime Coat	Ton	12	2	14	45.00	630
RS-2	Asph. in Tack Coat	Ton	0.7	0.1	0.8	60.00	48
85/100	Asphalt Cement in Mix	Ton	269	54	323	28.00	9,044
Class "5"	A.C. Mix	Ton	2,072	414	2,486	5.00	12,430
Watering of	Stone Base	M-Gal.	51	10	61	3.00	183
Class "A"	Conc. in Curbs	Cu. Yd.	54	11	65	40.00	2,600
			Subtotal				78,621
			+40% Engineering & Contingencies				31,379
			Total Grading & Paving				110,000
			R/W				18,900
							$ 128,900

Trans. Tower

8

(9)

(10)

Curb Line

"L" 513+83.38 P.O.S. =
544 - 0+06.82 P.O.T.

Estg. R/W

"L" 514+61.81 P.O.C. =
Reyn. 0+07.25 P.O.T.

Guy Pole

Const. Const. Sew

4"

7"

6"

8"

Top 106.44
P.L. 103.1

M.H.
P.L. 100.85

Top 105.62
P.L. 100.2

Top 105.62
P.L. 95.2

Top 104.44
P.L. 100.3

Ho. 10

Ho. 11

Ho. 12

Ho. 13

Ho. 14

Ho. 15

Gar.

Gar.

Estg. R/W

2

3

4

5

6

7

8

9

10

S.E. MALL ST.

987 P.S.C.

5+08.2 P.S.C.

T: 00; C.A. 10; 00"
T: 27; 506.74

Area of Estimate

HOLGATE MOORAGE RD.

S.E. HOLGATE BLVD.

S.E. 12th Ave.

ROSE MANOR INN

GOLDEN EAGLE STA.

AMERICAN STA.

Curb Line

Trees, Tower

Edge Pav.

Edge Road

Trees

Trees, Hedge

Trees, Fence

Trees, Shrubs

Trees, Bushes

Trees, Stump

Trees, Poles

Trees, Signs

Trees, Sign

Trees, Lights

Trees, Light

Trees, Lamp

Trees, Lamps

Trees, Flag Poles

Trees, Flag Pole

Trees, Flood Lights

Trees, Flood Light

Trees, Traffic Sig.

Trees, Traffic Signs

Trees, Traffic Light

Trees, Traffic Lights

Trees, Street Sign

Trees, Street Signs

Trees, Street Light

Trees, Street Lights

Trees, Street Lamp

Trees, Street Lamps

Trees, Fire Hydrant

Trees, Fire Hydrants

Trees, Water Valve

Trees, Water Valves

Trees, Gas Valve

Trees, Gas Valves

Trees, Sewer Manhole

Trees, Sewer Manholes

Trees, Storm Sewer Manhole

Trees, Storm Sewer Manholes

Trees, Catch Basin

Trees, Catch Basins

Trees, Inlet

Trees, Inlets

Trees, Curb Inlet

Trees, Curb Inlets

Trees, Area Drain

Trees, Area Drains

Trees, Roof Drain

Trees, Roof Drains

Trees, Downspout

Trees, Downspouts

Trees, Gutter

Trees, Gutters

Trees, Ridge

Trees, Ridges

Trees, Valley

Trees, Valleys

Trees, Hip

Trees, Hips

Trees, Eave

Trees, Eaves

Trees, Rake

Trees, Rakes

Trees, Fascia

Trees, Fascias

Trees, Soffit

Trees, Soffits

Trees, Frieze

Trees, Friezes

Trees, Cornice

Trees, Cornices

Trees, Molding

Trees, Moldings

Trees, Trim

Trees, Trims

Trees, Casing

Trees, Casings

Trees, Jamb

Trees, Jambs

Trees, Sill

Trees, Sills

Trees, Header

Trees, Headers

Trees, Lintel

Trees, Lintels

Trees, Arch

Trees, Arches

Trees, Keystone

Trees, Keystones

Trees, Voussoir

Trees, Voussoirs

Trees, Impost

Trees, Imposts

Trees, Abutment

Trees, Abutments

Trees, Pier

Trees, Piers

Trees, Column

Trees, Columns

Trees, Pilaster

Trees, Pilasters

Trees, Buttress

Trees, Buttresses

Trees, Flying Buttress

Trees, Flying Buttresses

Trees, Rib

Trees, Ribs

Trees, Groin

Trees, Groins

Trees, Vault

Trees, Vaults

Trees, Dome

Trees, Domes

Trees, Cupola

Trees, Cupolas

Trees, Spire

Trees, Spires

Trees, Steeple

Trees, Steeples

Trees, Belfry

Trees, Belfries

Trees, Clock Tower

Trees, Clock Towers

Trees, Bell Tower

Trees, Bell Towers

Trees, Minaret

Trees, Minarets

Trees, Pinnacle

Trees, Pinnacles

Trees, Finial

Trees, Finials

Trees, Crocket

Trees, Crockets

Trees, Gargoyle

Trees, Gargoyles

Trees, Chimera

Trees, Chimeras

Trees, Sphinx

Trees, Sphinxes

Trees, Griffin

Trees, Griffins

Trees, Dragon

Trees, Dragons

Trees, Serpent

Trees, Serpents

Trees, Snake

Trees, Snakes

Trees, Worm

Trees, Worms

Trees, Dragonfly

Trees, Dragonflies

Trees, Butterfly

Trees, Butterflies

Trees, Moth

Trees, Moths

Trees, Caterpillar

Trees, Caterpillars

Trees, Centipede

Trees, Centipedes

Trees, Millipede

Trees, Millipedes

Trees, Scorpion

Trees, Scorpions

Trees, Spider

Trees, Spiders

Trees, Tarantula

Trees, Tarantulas

Trees, Black Widow

Trees, Black Widows

Trees, Brown Recluse

Trees, Brown Recluses

Trees, Hobo Spider

Trees, Hobo Spiders

Trees, Wolf Spider

Trees, Wolf Spiders

Trees, Jumping Spider

Trees, Jumping Spiders

Trees, Crab Spider

Trees, Crab Spiders

Trees, Orb Weaver

Trees, Orb Weavers

Trees, Cobweb Weaver

Trees, Cobweb Weavers

Trees, Sheet Weaver

Trees, Sheet Weavers

Trees, Funnel Weaver

Trees, Funnel Weavers

Trees, Trapdoor Spider

Trees, Trapdoor Spiders

Trees, Purse Web Spider

Trees, Purse Web Spiders

Trees, Mygalomorph

Trees, Mygalomorphs

Trees, Araneomorph

Trees, Araneomorphs

Trees, Arachnid

Trees, Arachnids

Trees, Insect

Trees, Insects

Trees, Arthropod

Trees, Arthropods

Trees, Invertebrate

Trees, Invertebrates

Trees, Vertebrate

Trees, Vertebrates

Trees, Mammal

Trees, Mammals

Trees, Primate

Trees, Primates

Trees, Human

Trees, Humans

Trees, Man

Trees, Men

Trees, Woman

Trees, Women

Trees, Child

Trees, Children

Trees, Baby

Trees, Babies

Trees, Infant

Trees, Infants

Trees, Toddler

Trees, Toddlers

Trees, Boy

Trees, Boys

Trees, Girl

Trees, Girls

Trees, Teenager

Trees, Teenagers

Trees, Adult

Trees, Adults

Trees, Senior

Trees, Seniors

Trees, Elderly

Trees, Elderly People

Trees, Old Man

Trees, Old Men

Trees, Old Woman

Trees, Old Women

Trees, Old Person

Trees, Old People

Trees, Old Age

Trees, Old Ages

Trees, Retirement

Trees, Retirements

Trees, Pension

Trees, Pensions

Trees, Social Security

Trees, Social Securities

Trees, Medicare

Trees, Medicares

Trees, Medicaid

Trees, Medicaids

Trees, Welfare

Trees, Welfares

Trees, Food Stamp

Trees, Food Stamps

Trees, Unemployment

Trees, Unemployments

Trees, Job

Trees, Jobs

Trees, Career

Trees, Careers

Trees, Profession

Trees, Professions

Trees, Occupation

Trees, Occupations

Trees, Trade

Trees, Trades

Trees, Craft

Trees, Crafts

Trees, Skill

Trees, Skills

Trees, Ability

Trees, Abilities

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Trees, Talents

Trees, Gift

Trees, Gifts

Trees, Present

Trees, Presents

Trees, Birthday

Trees, Birthdays

Trees, Anniversary

Trees, Anniversaries

Trees, Holiday

Trees, Holidays

Trees, Vacation

Trees, Vacations

Trees, Trip

Trees, Trips

Trees, Journey

Trees, Journeys

Trees, Travel

Trees, Travels

Trees, Tourism

Trees, Tourisms

Trees, Tourist

Trees, Tourists

Trees, Visitor

Trees, Visitors

Trees, Guest

Trees, Guests

Trees, Host

Trees, Hosts

Trees, Hostess

Trees, Hostesses

Trees, Waiter

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Trees, Waitress

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Trees, Server

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Trees, Busboy

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Trees, Busgirl

Trees, Busgirls

Trees, Busperson

Trees, Buspersons

Trees, Busmen

Trees, Busmens

Trees, Busmans

Trees, Busmanses

Trees, Busmanship

Trees, Busmanships

Trees, Busmanship's

Trees, Busmanship's

Trees, Busmanship's

COMPANY

Garage

Trans. Tower

Garage

Abandoned R/W

Fence

Fence

Fence

PORTLAND

(65)

N 88°-09'-45"-E

S.E. LONG ST.

2

2

1

1

1

S.E. MILWAUKIE AVE.

S.E. LONG ST.

N 89°-59'-42"-E

N 33°-12'-30"-W

S 33°-12'-30"-E

PORTLAND

502+37.6 P.R.S.

BLOCK 2

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N 67200

E 14417 500

EDWARD LONG
GIDEON TIBBETS

N.W. ¼ Sec. 14, 15. 1E.
S.W. ¼ Sec. 11, 15. 1E

Elev. 913 lowest lines on tower
Elev. 702 lowest lines on pole

Trone Tower

2" 516 t 26" P.L.
N 672, 566. 71
E 1,441, 572. 04

L 508 + 67

Sta 12/3

Sta

Sta. 13+67.0

L" 511+17 56 P.T.

N 67 2 0

Al 3

N 671500.

E 1448000

(11)

250.50' S 88° 55' 30" E.

5+65.06 P.S.C.

Variation 2 1/4° East

E. Patterson 1/3
R. Lord 1/3
R. Lord 1/3

R. Lord 1/3
W. Rushlight 1/3

250.50' S 88° 55' 30" E.
P.I. 40+02.50
Tan. 502.50

1+508+67.56 P.C.S.

N 671 000

E 1448 000

Sec.	T	R	Book	Page	Date	Deed	Grantor	Grantee	Consideration
14	15	3E	206	19,30	1165	S17	Southern Pacific Co.	Richard H. Lord, et al	487
			286	308-310	"	"	Dana Investment Co.	"	1281
			206	289-291	"	"	Southern Pacific Co.	P.S. Lord, et ux	"
			Book	Page	"	"	Owner	"	"
							RIVERSIDE HMSTD.		

Tax Lot M	45	"	"	"
Parcel 2	18	"	"	"
Tax Lot 36	10	"	"	"
" "	35	"	"	"
" "	44	P.S. Lord, et ux	"	"
" "	38	"	"	"

P.R.S.

503+15 on P.S.

E, 000 with R/W
Line

N 671 000

E 1448 000

RIVERSIDE HMSTD.	Owner	Sec. 14	T 1S	R 1E
Tax Lot 14	Southern Pacific Co.		Book 306	Page 19, 20
" " 65	Drake Investment Co.		286	309-310
" " 12	Southern Pacific Co.		1165	149-160
Parcel 2	P.S. Lord, et ux		517	542-547
Tax Lot 36	" " "		"	"
" " 10	Richard M. Lord, et al		497	1-3
" " 35	P.S. Lord, et ux		1321	286-288
" " 34	" " "		"	"
" " 38	" " "		"	"

P.R.S.

.7493

POZZI, LEVIN & WILSON
ATTORNEYS AT LAW
SUITE 808 STANDARD PLAZA
1100 S. W. SIXTH AVENUE
PORTLAND, OREGON 97204

TELEPHONE 226-7131

FRANK POZZI
DONALD R. WILSON
PHILIP A. LEVIN (1928-1967)
DONALD ATCHISON
GARRY KAHN
DAN O'LEARY
RICHARD P. NOBLE
TYLER E. MARSHALL
RAYMOND J. CONBOY
KEITH BURNS
JONATHAN PURVER

REFERRED TO
Walker
BY DEPUTY STATE HIGHWAY E

Plan Lands

July 12, 1968

B/up Aug 13

10 AM
Aug 16.

Mr. R.L. Porter
Deputy State Highway Engineer
State Highway Department
Salem, Oregon 97310

Dear Mr. Porter:

I have your letter of July 8 regarding the Lord property at S. E. McLoughlin and Holgate Boulevard in Portland.

I gather the discussion which you propose involves the possibility of redesigning the McLoughlin-Holgate intersection to accommodate the plans for development by my client.

I would appreciate it if the meeting could be in Portland. Perhaps it could be set at a time when department personnel will be here for some other purpose as well.

I will be out of the city during the week of July 29, but otherwise would be available. I do have a couple of trials set during the summer, but I doubt if they will conflict with any date you chose.

Very truly yours,

KEITH BURNS

KB:nk

cc: Mr. Richard Lord

RECEIVED
JUL 15 1968
OFFICE OF
STATE HIGHWAY ENGINEER

July 8, 1968

Mr. Keith Burns
Pozzi, Levin & Wilson
Suite 808 Standard Plaza
Portland, Oregon 97204

Dear Mr. Burns:

Further reference is made to our recent meeting and to your last letter concerning the Lord property at S. E. McLoughlin and Holgate Boulevard in Portland.

The Department now has an independent appraisal which has been reviewed by the Right of Way Section. This estimate of value does not offer any help in arriving at a solution to the problem; however, we are willing to further discuss the proposition at a mutually convenient time if you would care to suggest a date. If it is not convenient for you to come to Salem, Department personnel can meet with you in Portland.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

RLP:ms
cc Forrest Cooper
F. B. Klabee
Victor D. Wolfe
D. J. Barbee
L. E. George
A. E. Johnson

FORM E-BOX—GOM—7-48

BP*23687-754

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
May 10, 1968

To: MEMO TO FILE

SUBJECT: Proposed Improvement
McLoughlin Blvd. and Holgate

NOTED
R. L. PORTER

This letter is to document for the file the fact that the writer sat in on a meeting in Mr. Klaboe's office on Wednesday, May 8. Present at the meeting were Mr. Porter, Mr. Klaboe, Mr. Barbee, A. E. Johnson, Mr. Keith Burns and Mr. Richard Lord and the writer.

The purpose of this meeting was to discuss the operation of McLoughlin Blvd. under the proposed widening project and more particularly the operation of McLoughlin Blvd and Holgate.

The contention of Mr. Lord and his legal counsel, Mr. Burns, was that the capacity of the intersection at Holgate would not be adequate for a long enough time to justify the cost of constructing a left-turn outrigger at Holgate. Mr. Lord owns property on both sides of McLoughlin at this point, and the most apparent outcome of the meeting was the fact that he was trying to establish the premise that his land on the riverside of McLoughlin was worth considerably more than any appraisal that the Highway Department might have made because of development plans which Mr. Lord is trying to finance. Much discussion ensued on the matter of capacity through the signalized intersection and on the value of water front property.

The matter was concluded with a promise by Mr. Porter that the Department would again study the economics of different types of construction through this area, particularly the possibility of a partial viaduct and that the Department would obtain an independent appraised value of the property.

After Mr. Burns and Mr. Lord had left, I did advise Mr. Porter and Mr. Klaboe that there would be capacity problems in the near future on McLoughlin Blvd. unless reversible lane usage on McLoughlin Blvd was considered before 1977. If we establish reversible lane operation on McLoughlin, and if the Mt. Hood Freeway is constructed, adequate capacity will be available until 1981.

RECEIVED
MAY 13 1968
OFFICE OF
STATE HIGHWAY ENGINEER

L. E. George
Assistant Traffic Engineer

LEG:mk
cc: R. L. Porter
Tom Edwards D. J. Barbee
F. B. Klaboe A. E. Johnson

FORM E-20 SOM 10-65

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

May 8, 1968

To: FILE

SUBJECT: Ross Island Bridge-
Reedway Street Section
McLoughlin Boulevard
US99E

CONFIDENTIAL

A meeting was held in my office this morning with Mr. R. N. Lord and his attorney, Keith Burns, to discuss the complications that will arise with Mr. Lord's property in connection with the widening of McLoughlin Boulevard. Mr. Lord owns property on both sides of McLoughlin Boulevard south of Holgate Avenue.

Mr. Lord advised us that our plan was detrimental to his interests in two respects: (1) The grade crossing of Holgate would in his opinion create congestion at the intersection. (2) The fill proposed by the State south of Holgate and west of McLoughlin would require the taking of Mr. Lord's entire property lying between McLoughlin Boulevard and the Portland Traction Company property and for which Mr. Lord has elaborate plans to develop a motel-apartment-marina-type complex.

After advising Mr. Lord and his attorney about the costs, et cetera, involved in separating the intersection listed above under (1), Mr. Lord apparently dropped this objection. We in turn left him with a very firm expression of our intention that the grade crossing will be constructed.

Problem (2) can be mitigated by the construction of about 800 feet of viaduct or retaining wall on the westerly edge of the proposed facility. This would salvage for Mr. Lord enough property (according to him) for him to continue with his plans for the development of the area. Mr. Lord was advised that if we constructed the viaduct or retaining wall, no access would be allowed to the property lying west of the highway. He announced that this was not objectionable; in fact, it was even preferable,

as he intends to build a one-lane connection between his motel on the east side of the highway and this property, under McLoughlin Boulevard.

Mr. Lord made a very stirring plea for greater consideration for aesthetics and for the tourist business that Oregon is trying so hard to attract. He also claimed that his complex, when completed, would be one of the most attractive of its kind in the area--this not withstanding the fact that it would be separated from the Willamette River by the Portland Traction Company rail line on which five train movements occur daily.

Mr. Lord mentioned the figure he had in mind for the sale of this property as being about $600,000. Our preliminary estimate of the value of the property is $75,000. We advised Mr. Lord that we would give the matter another good hard look, including the hiring of an outside fee appraiser to determine the market value of his property. We will have to appraise the property without access on the basis of (1) the fill, and (2) the viaduct, in order to make logical comparison. We will also re-estimate the cost of the two alternates.

Mr. Lord was further advised that we would not have anything to discuss with him for at least 30 days and that we would communicate with him when our studies have been completed.

F. B. Klaboe
Assistant State Highway Engineer

FBK:mc

cc R. L. Porter
F. D. Morgan
D. H. Moehring
A. E. Johnson

RECEIVED
JUN 2 - 1968
FOR FILING

Const
Adv
Pac Hwy E

December 29, 1967

Mr. C. Girard Davidson
Attorney at Law
Commonwealth Building
Portland, Oregon 97204

Mr. Keith Burns
Attorney at Law
716 Jackson Tower
Portland, Oregon 97205

Gentlemen:

This is in response to Mr. Burns' letter of December 12 and Mr. Davidson's letter of December 21 concerning the proposed widening of McLoughlin Boulevard, particularly, in the McLoughlin Boulevard area.

The various points mentioned are largely a matter of economics, and it is the Department's objective to provide the best highway facility possible with financing that is available. I believe that a meeting to discuss this subject would be more profitable than attempting to cover it by correspondence, and knowledgeable members of the Department staff are available on very short notice.

Please let us know your wishes.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
A. E. Johnson

RLP:ms fn

KEITH BURNS
ATTORNEY AT LAW
716 JACKSON TOWER
PORTLAND, OREGON 97205

TELEPHONE 224-7563

December 12, 1967

Mr. Forrest Cooper
State Highway Engineer
State Highway Department
Salem, Oregon 97310

Dear Mr. Cooper:

This is in response to your request during your conversation with Mr. Davidson regarding the McLoughlin-Holgate intersection and our client, Mr. Richard Lord.

Our client is concerned that portions of his property are being unnecessarily taken for the widening of McLoughlin Boulevard, that the proposed design for the above intersection will unnecessarily eliminate his access to his frontage on the Willamette River and that it will unnecessarily restrict access to his present business, on the southeast corner of the intersection, most of which is derived from southbound traffic.

We also believe that the present design for the intersection is not feasible and that the public as well as our client would be better served if the design for the intersection is altered to include an underpass for eastbound traffic off McLoughlin onto Holgate.

It is our understanding that the present design is for a button-hook to the west of McLoughlin and then east across McLoughlin onto Holgate. This would require the stopping of all six lanes of traffic.

There was no design or traffic engineer at the commission hearing regarding the widening of McLoughlin on July 18, 1967. It was, therefore, impossible to have confirmed certain facts upon which we based our belief that the present design of the intersection is not feasible.

By retaining traffic lights to provide for east and west bound traffic off McLoughlin, the capacity of the widened McLoughlin Boulevard will be limited to its present load. This conclusion is arrived at in the following manner: the latest published figures on McLoughlin traffic volume (1965) indicate it is carrying 2,000 to 2,500 cars

southbound during the peak hours. That volume will just about equal the full capacity of the widened McLoughlin, assuming three lanes southbound with a capacity of 1,000 automobiles per lane minus 20 per cent cut in capacity due to the traffic lights.

Assuming the foregoing analysis is correct, it is submitted that to go to the expense of widening McLoughlin for the many miles involved and then designing the intersections so that it's capacity would be limited to the present volume, is unfeasible.

The other item we would like to discuss with you is the feasibility of a small amount of bridging just south of the Holgate intersection in lieu of using fill. The reason for our concern is that by use of fill it will apparently take our client's property down to the railroad tracks. By bridging that relatively short piece it would be unnecessary to take his property.

I should think of significance to your department would be the contention of our client that his damages by the proposed taking is in the area of $600.000.00. His desire it to continue his business and the expansion thereof. The amount of his property that will necessarily be taken by the present proposed design will preclude any expansion and will seriously restrict his present volume of business.

It is our understanding that the Metropolitan Engineer's office proposed that an underpass be used for eastbound traffic off McLoughlin onto Holgate. Apparently this was changed by the Salem office.

We look forward to meeting with you to discuss this matter. However, I think discussions would be more profitable if we first had a written answer to this letter.

Very truly yours,

KEITH BURNS

KB:nk

Forrest Cooper
Will you prepare an answer to this for Glenn's signature. Thanks. GJ

LAW OFFICES
OF
C. GIRARD DAVIDSON

PORTLAND, OREGON 97204
COMMONWEALTH BUILDING
421 S. W. 6th AVENUE
TELEPHONE 223-3600

WASHINGTON, D. C. 20006
COMMERCE BUILDING
1700 K STREET N. W.
TELEPHONE 338-1010

Portland, Oregon

November 22, 1967

RECEIVED
1967
OFFICE OF
Glenn L. Jackson

File for new letter from Glenn Jackson.

Mr. Glenn L. Jackson, Chairman
Oregon State Highway Commission
Pacific Power & Light Company
920 S. W. Sixth Avenue
Portland, Oregon

Dear Glenn:

You will recall sometime ago we discussed the Highway Department's proposed widening of McLoughlin Boulevard in the vicinity of the Rose Manor Motel. I said then that as a result of the hearing attended by Messrs. Burns and Lord, we were convinced that as a result of the traffic lights being proposed there would be very little difference in the highway's capacity after the new design was in effect. You said that you had been led to believe that no traffic lights were involved and that it would be a free-flowing highway. However, you said you would check on it and the letter of September 14, 1967, from Mr. Forrest Cooper, State Highway Engineer, confirmed that you were correct and no traffic lights would be installed. I brought this to the attention of Messrs. Burns and Lord who were curious about the new design, and I wrote you on October 25 asking for this information. Our present response from the Highway Department by letter dated November 14, 1967 from Mr. R. L. Porter, Deputy State Highway Engineer, states the exact opposite from the first one and indicates there has been no change in thinking since the original hearing. Copies of both letters from the Highway Department are enclosed for your ready reference.

We now seem to be back to my original request that you personally look into this matter. I trust that the two months which have elapsed since the first letter lulled us into a sense of security has not resulted in the Highway Department becoming more firmly committed to a plan which, based upon its public hearing, seems to make little sense.

RECEIVED
NOV 29 1967
OFFICE OF
STATE HIGHWAY ENGINEER

Mr C. called Davidson 11-29-67

I am enclosing a copy of a letter dated November 20, from Keith Burns who is associated with me in this matter. I will be most happy to discuss this matter with you at any time you desire.

All good wishes.

Sincerely,

C. Girard Davidson

Enclosures

KEITH BURNS
ATTORNEY AT LAW
716 JACKSON TOWER
PORTLAND, OREGON 97205

TELEPHONE 224-7563

November 20, 1967

Mr. C. Girard Davidson
Attorney at Law
Commonwealth Building
Portland, Oregon

Dear Jebby:

Richard H. Lord, widening of McLoughlin Boulevard and proposed McLoughlin-Holgate intersection design.

Following the Oregon State Highway Commission hearing on the above subject on July 18, 1967, I brought to your attention that an analysis of the proposed design for traffic control at the McLoughlin-Holgate intersection indicates the capacity of the three southbound lanes on McLoughlin after the widening will be approximately equal to the present volume of traffic in those lanes during peak hours. The proposed design includes a button-hook at grade to the west of the highway and back across all six lanes to Holgate with traffic control by signals.

You communicated with Mr. Jackson on September 13 or 14 and advised him of this concern about the design. The purpose of this communication with Mr. Jackson was because of the taking of our client's property for this widening which, based upon the above analysis, is not going to contribute very much, if anything, towards resolving the present traffic conjestion on McLoughlin Boulevard.

In response to your communication with Mr. Jackson you received a letter from Mr. Forrest Cooper dated September 14, 1967, stating that the flow of traffic on the proposed McLoughlin Boulevard is to be "a free flowing facility designed for continuous non-stop movement of traffic". This was contrary to the information we received at the Highway Commission hearing on July 18 to the effectall six lanes of traffic will have to be stopped to permit left turns for southbound

traffic onto Holgate. This information is in direct conflict with that from Mr. Cooper in his letter of September 14. We find ourselves in the identical position we were two months ago when you communicated with Mr. Jackson expressing your anxieties with respect to the design of the McLoughlin-Holgate intersection.

Is it any wonder the public is critical of the Highway Department if questions as to the quality of design, the necessity of taking property and attempts to resolve Highway Department-property owner problems by discussion are handled in the manner as has been our little dialogue with that Department. Our client believes he will be damaged in the amount of $600,000.00 if the Highway Department proceeds with its present design of the McLoughlin-Holgate intersection. It is my understanding the Highway Department has budgeted only $75,000.00 for the acquisition of our client's property. It is not uncommon for property owners to over estimate the value of their damages but there is no doubt in my mind that our client's damage by this taking is going to be closer to his figure than the Highway Commissions'.

Does the Highway Department have any procedure by which property owners can find out what the design for a particular area of the highway is going to be so that they can determine how much of their property is going to be taken? This is necessary so they can abandon plans that have been in progress for years and commence new plans to develop the property that will be left. Does the Highway Department have any procedure by which property owners can show how a design may be modified to the benefit of the public and the property owner and thereby save the state money by the adoption of a better design and by reducing the amount of the taking?

I suspect some conflict exists within the Department because the Metropolitan Engineer recommended an underpass at this intersection while the Salem office rejected this and has proposed the button-hook design. We were told this at the July 18 hearing. Upon receiving a copy of Mr. Cooper's letter of September 14 I had hopes that the Metropolitan Engineer had prevailed.

Sincerely yours,

KEITH BURNS

KB:nk

RECEIVED
NOV 15 1967
FOR FILING

11-168 (24)
7463

November 14, 1967

Mr. C. Girard Davidson
Davidson, Sharkey & Cummings
Commonwealth Building
Portland, Oregon 97204

Dear Mr. Davidson:

Reference is made to a recent letter addressed to Mr. Glenn L. Jackson, Chairman of the State Highway Commission, which he has referred to this office for reply. This concerns the proposed design in connection with the widening of McLoughlin Boulevard in the vicinity of S. E. Holgate.

There probably has been some change in the proposed plans since the matter was originally discussed. It is now proposed that this intersection remain at grade with traffic controlled by signals. A so-called "button-hook design" for left turns into Holgate is proposed, which, I believe, is the same design that was discussed at the public hearing. Final construction plans have not been completed but some information is available at the office of A. E. Johnson, Metropolitan Engineer, 3821 N. E. Gibson, telephone 233-6911.

If there is something further that you feel we can provide, do not hesitate to contact us.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

RLPiem

cc Forrest Cooper
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
A. E. Johnson/att.

.6324

NOV 7 67

LAW OFFICES
DAVIDSON, SHARKEY & CUMMINGS
1700 K STREET, NORTHWEST
WASHINGTON, D. C. 20006
(202) FEDERAL 8-1010

COMMONWEALTH BUILDING
PORTLAND, OREGON 97204
(503) 223-3605

C. GIRARD DAVIDSON
JAMES T. SHARKEY
H. DON CUMMINGS

REFERRED TO
[illegible]
BY DEPUTY STATE HIGHWAY ENGINEER

DRAFT FOR COOPER PLEASE

Portland, Oregon

October 25, 1967

Cooper
Will you answer this for me

Mr. Glenn L. Jackson, Chairman
Oregon State Highway Commission
Pacific Power & Light Company
261 Main Street
Medford, Oregon 97501

Dear Mr. Jackson:

Thank you for sending me a copy of Mr. Forrest Cooper, State Highway Engineer's, letter of September 14, in which he said that the interchange that would feed traffic southbound on McLoughlin to the Clackamas Highway and the reverse of this movement would be a free-flowing facility designed for the continuous nonstop movement of traffic.

Mr. Keith Burns is associated with me in this matter and he attended the public hearing on July 18, 1967, representing Mr. Richard Lord and the Rose Manor Motel. I sent a copy of Mr. Cooper's letter to Mr. Burns and I am enclosing his reply.

If there has been a change in the Highway Commission's plans from the ones presented at the hearing we would like to know what they are. The information furnished by Mr. Cooper is completely at odds with that which was described by the representatives of the Highway Commission at the hearing on July 18. It may be that the present plans of the Highway Commission will no longer adversely affect the Rose Manor property and if this is the case we will, of course, be happy to meet with representatives of the Highway Commission and withdraw the objections which are now pending. However, we would like to know what the present plans contemplate.

We appreciate your interest.

Very truly yours,

C. Girard Davidson

OCT 27 1967
OFFICE OF
STATE HIGHWAY ENGINEER

Portland - Wright 407

KEITH BURNS
ATTORNEY AT LAW
716 JACKSON TOWER
PORTLAND, OREGON 97205

TELEPHONE 224-7563

October 23, 1967

Mr. C. Girard Davidson
Attorney at Law
1220 Commonwealth Building
Portland, Oregon 97204

Dear Jebby:

Your letter of October 10, 1967, with letter from Cooper to Jackson dated September 14, 1967, enclosed.

At the public hearing in Portland City Council Chambers on July 18, 1967, representatives of the Oregon State Highway Commission described in detail both orally and with elaborate drawings the design for the S. E. Holgate-McLoughlin Boulevard intersection. The design was for the purpose of facilitating south bound traffic off McLoughlin onto Holgate east bound. This was accomplished by a button-hook to the west of McLoughlin and back across all lanes of McLoughlin with traffic lights on McLoughlin to accomplish this.

It is my understanding the metropolitan office of the Highway Commission had proposed an underpass below McLoughlin which was rejected by the Commission. We sincerely hope the Highway Commission has abandoned the buttonhook design and has reverted to the underpass. If it has done so, it is since July 18, 1967, and I will appreciate being so advised.

We must know the final plans for the Holgate-McLoughlin intersection design at once.

Sincerely,

KEITH BURNS

KB:nk

FORM S-183X 10M 6-67

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HELIX

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

RECEIVED
SEP 1967
OFFICE OF
Glenn L. Jackson

September 14, 1967

Mr. Glenn L. Jackson, Chairman
Oregon State Highway Commission
Pacific Power and Light Company
201 Main Street
Medford, Oregon 97501

Dear Mr. Jackson:

In response to your request of this date, I give you the following information in connection with the interchange for moving traffic to and from McLoughlin Boulevard to the Clackamas Highway in the city of Milwaukie.

The interchange which feeds traffic southbound on McLoughlin to the Clackamas Highway and the reverse of this movement is a free-flowing facility designed for continuous nonstop movement of traffic.

Very truly yours,

Forrest Cooper
State Highway Engineer

FC:fn

(copy to Portland Office)

FORM E-128

RECEIVED
JUN 5 1967
COMMISSIONERS

GLENN H. JACKSON, CHAIRMAN
MEDFORD

DAVID B. SIMPSON, MEMBER
PORTLAND

Fred W. Hill, Member
Helix Const
1 RW 6
Loc Hwy 2

MP

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
5821 N. E. Glisan
Portland 97213

June 30, 1967

Mr. Richard L. Lord
P. S. Lord Mechanical
Contractors
4507 S. E. Milwaukie Avenue
Portland, Oregon 97202

Dear Mr. Lord:

This will acknowledge your letter of June 29 regarding the proposed widening of S. E. McLoughlin Boulevard (99E) in the vicinity of the Rose Manor Motel and Holgate Moorage.

In this connection, we have scheduled a public hearing to be held in the Council Chambers of the Portland City Hall on July 17 and 18. On July 17 and the morning of July 18, plans and personnel will be available to explain the proposed project, and a formal hearing will be held on the afternoon of July 18.

Following our public hearing, transcripts will be reviewed by the Highway Commission, and until this time we will be unable to negotiate for any property. Upon approval of the plans and project, you will be contacted by our Right of Way Department for property acquisition required, if any.

Very truly yours,

Original Signed by A. E. Johnson

A. E. Johnson
Metropolitan Engineer

RECEIVED
JUL 3 1967
OFFICE OF
STATE HIGHWAY

AEJ:sh

bcc F. B. Klaboe
F. D. Morgan
J. J. Smith

HEATING AND PLUMBING ENGINEERS
AIR-CONDITIONING
INDUSTRIAL PIPING
POWER PLANTS

P. S. LORD MECHANICAL CONTRACTORS

4507 S. E. MILWAUKIE AVENUE
PORTLAND 2, OREGON

June 29, 1967

Oregon State Highway Department
Metro Engineers Office
5821 N. E. Glisan Street
Portland, Oregon

SUBJECT: Widening of S. E. McLaughlin Blvd. (99E)-Rose Manor Motel & Holgate Moorage

Attn: A. E. Johnson, Metro. Engineer

Gentlemen:

As you know the widening of this highway concerns the Rose Manor Motel and the Holgate Moorage. Although we do not like the idea of the six-lane highway we do recognize the necessity due to the traffic.

However, you have created a problem and that is the elimination of the access to the Moorage and elimination of parking for our planned complex and needless to say this is most distressing. Our plans have been all completed with the okay of the Corps of Engineers, an understanding with the Portland Traction Company and a Mortgage Committment.

In short we believe that your last plan will cause us a loss of land value and damages to the Motel of approximately $600,000.00 whereas the original proposal providing for an underpass to Holgate would cause a loss of approximately half that amount.

If you would like to discuss the above with us please contact the undersigned.

Very truly yours,

Richard H. Lord
For: Rose Manor Motel
Holgate Moorage

RHL/hs

RECEIVED
NOV 10 1970
FOR FILE

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

U-168(24)
746-4.4

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE: October 29, 1970

In reply refer to: 08-35.7

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

K Simpson
Young 11-9-70

SUBJECT: Oregon Project U-168(23)
Ross Island Bridge-Southeast Reedway Section
Files 43169 (L-6171) and 43152

NOTED
F. P. KLABOE

Mr. Moehring's September 1 and October 27 letters provided additional information concerning service station signs which were appraised as part of the real property and were retained by the oil company. Our review of these files indicates a need for strengthening procedures:

1. When on premise signs are considered real property under State law it is suggested that the review appraisal clearly set forth the value of such signs as outlined in the accepted appraisal.

2. When the owner desires to remove and relocate the sign an effort should be made to negotiate on a cost to cure basis not to exceed the cost to acquire the right, title and interest in said sign less salvage value.

3. In those instances where the State considers the sign as real property and the State purchases a sign but the owner desires to retain it for salvage value the negotiation of this matter should be clearly set forth in the final negotiation papers.

4. Where the sign is retained by the owner on the basis of its salvage value the salvage value appraisal should be prepared prior to the completion of negotiations and should contain supporting information for the salvage value assigned.

In the case of File 43152 the owner was allowed to retain signs with the value in place of $6392 without any deductions from the right of way settlement. The State's salvage value appraisal dated May 11, 1970, was for only $25 and provided no support for the estimate. The principle sign retained by the owner was a 13 foot by 20 foot sign and appraised for $5724. The salvage value estimate

(more)

NOTED
TOM EDWARDS

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

should be supported with information concerning previous sales of similar signs or if such information is not available a full explanation of the reasons for the low salvage value estimate.

Concerning File 43169 the oil company retained the signs and such fact was not documented as part of the right of way settlement. The appraisal accepted as representing market value included signs at a depreciated value of $3072. Inasmuch as several signs were received by the State the depreciated value of the signs kept by the oil company was $3000. A salvage value appraisal was evidently not prepared at the time of settlement.

Your comments are requested concerning the procedures that will be followed in those instances where on-premise signs (real property under State law) must be acquired.

cc:
OSHD (Moehring)
OSHD (Mead)
OSHD (Haskin)
OSHD (Mitchell)
Region (08-00.32)
Mathias 2

RECEIVED
NOV2 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 28 1970

OREGON STATE HIGHWAY DIVISION

11-168(24)

HIGHWAY BUILDING • SALEM, OREGON • 97310

7463

October 27, 1970

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
477 Cottage Street NE
Salem, Oregon 97301

File 43169 [L6171]
Ross Island Bridge -
SE Reedway Section

Dear Mr. Simpson:

This will reply to your recent letter requesting information on the disposition of signs on the subject file.

Of the ten signs involved, two were taken possession of by the property agent. Eight were removed by the Shell Oil Company, as they were Shell Oil Company identification signs. The Shell Oil Company advises that the signs are in their junk shop and can be resurrected if necessary.

The property unit has placed a salvage value appraisal on the file which shows "no value" for the signs.

Rather than resurrecting the signs, having them returned to the property and then paying someone to haul them to the dump, I recommend that we allow Shell to keep them and dispose of them.

Very truly yours,

ORIGINAL SIGNED
D. H. MOEHRING

NOTED
R. L. PORTER

D. H. Moehring
Right of Way Engineer

DHM:JP
cc R. L. Porter
Tom Edwards
F. B. Klaboe
L. H. Young
V. E. Skoog
M. R. Mitchell

RECEIVED
OCT 28 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 1 - 1970
FOR FILING

U-168(24)
7463

October 1, 1970

Mr. R. H. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon 97301

Dear Sir:

Confirmation of your tentative concurrence as of September 11, 1970, is requested in the award of contract for the Ross Island Bridge-S.E. Roadway St. Section, Project No. U-168(24).

The contractor receiving the award is K. F. Jacobsen & Co. Inc., in the amount of $138,770.00, with Contract No. 7463 assigned. This bid was received on August 13, 1970, and awarded on September 11, 1970.

All right of way or rights of entry have been acquired, and all occupants have vacated the property.

The low bidder completed the Anti-Collusion Statement included in our proposal, as required by PPM 21-6.1, and it will be retained in a permanent project file.

All necessary arrangements have been made for all utility work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State contractor's operations.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

Federal Highway Administration's
Endorsement
Date_____

I concur in the award.

R. H. Simpson
Division Engineer

DAR:dg

RECEIVED
SEP 16 1970

U-468 (24)
7463

September 16, 1970

Oregon State Highway Commission

Gentlemen:

There will be on the agenda for your meeting of September 29, a pipeline crossing agreement with the Portland Traction Company providing for the installation of a 15-inch storm sewer beneath its tracks as required by the construction of the Ross Island Bridge-S. E. Roadway Section of Pacific Highway East (McLoughlin Boulevard) in Portland.

This document has been approved by the Federal Highway Administration and we recommend your approval.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Floyd Query
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
F. D.Morgan (Attn: T. W. Litchfield)
L. W. Rulien

TWL:djg sr

RECEIVED
NOV 18 1970
FOR FILING

11-168(24)
7463

cc Pacific Builder & Engr., Inc., Seattle
Daily Journal of Commerce, Seattle & Portland
John Oakes
Frank Morgan
I. D. Merchant
R. L. Schroeder
Harry Oswald
Wm. Geibel (SAIF)

September 15, 1970

K. F. Jacobsen & Co., Inc.
2611 S. E. 4th Avenue
Portland, Oregon 97202

Gentlemen:

The State Highway Commission on August 18, 1970, accepted your proposal for work on the Ross Island Bridge-S. E. Roadway Street Section of the Pacific Highway East in Multnomah County for the sum of $1,381,770 and referred it to the State Highway Engineer with authority to award the contract as soon as certain conditions have been satisfied.

Those conditions were fulfilled and the State Highway Engineer on September 11, 1970, awarded you the project, which has been assigned Contract No. 7463. Award of the contract was made with the understanding that you are not to encroach upon the Carriger property (Right of Way File 43180) at this time. We have been advised by the Right of Way Section that this property will be clear not later than October 7, 1970.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar workday count on this contract will begin September 26, 1970.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:fkm
Encl.

RECEIVED
SEP 1970

Form FHWA-121 (12-67)

UNITED STATES GOVERNMENT

Memorandum

U-168(24)
7463

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: September 1, 1970

In reply refer to: 08-35.7

SUBJECT: Oregon Project U-168(23)
Ross Island Bridge - SE Reedway Section
File 43169 Shell Oil Company

The review appraisal on this acquisition was $60,000 and included $4,385 for signs. Your records indicated that a settlement was reached at $60,000. The service station is being included for clearance in the construction contract. It is not apparent from your records what disposition was made of the signs which we understand are no longer on the property. Your comments are requested.

cc:
OSHD (D H Moehring)
OSHD (M R Mitchell)
OSHD (W H Haskin)
Mathias (2 cys)

REFERRED TO
By Asst. State Hwy. Engr.
Copy sent 9/14/70

NOTED
TOM EDWARDS

RECEIVED
SEP 3 1970
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

SEP 8 - 1970
OREGON STATE
HIGHWAY DIVISION
U-168(24)
7463

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

September 1, 1970

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
477 Cottage Street NE
Salem, Oregon 97301

File 43180 [L6165]
U-168[23]
Ross Island Bridge -
Reedway Section
Pacific Highway East

Dear Mr. Simpson:

This will reply to your August 26, 1970, letter requesting advice as to the assistance we were able to render Mr. Carriger on his request to find replacement housing.

I have been advised by Gene St. Clair, Relocation Agent in Metro, that he has recomputed the additive on this file and has determined that Mr. Carriger has no additive coming. He has also talked to Mr. Carriger and has provided him with listings of comparable properties that are available. Mr. Carriger does not see fit to consider any of these properties, but he has advised that he will give us possession of the property this weekend.

Very truly yours,

ORIGINAL SIGNED
JOHN R. OAKES

NOTED
F. B. KLABOE

D. H. Moehring
Right of Way Engineer

DHM:JP

cc R. L. Porter
Tom Edwards
F. B. Klaboe
L. H. Young
V. E. Skoog
M. R. Mitchell

RECEIVED
SEP 2 1970
OFFICE OF
STATE HIGHWAY ENGINEER

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE: August 26, 1970

In reply refer to: 08-35.7/412.6

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

RECEIVED
SEP 1 1970
RIGHT OF WAY

SUBJECT: Oregon Project U-168(23)
Ross Island - Reedway Section
File 43180 (L-6165) R. N. Carriger

Mr. Carriger visited our office and requested assistance in securing replacement housing and reconsideration of the replacement housing additive originally calculated in August of 1969. Mr. Carriger is entitled to additional assistance in finding replacement housing and due to the date of the original replacement housing study the study should be updated to include current information. This matter has been discussed with your Right of Way Engineer. Please advise us as to the assistance you are able to render Mr. Carriger.

cc:
OSHD (D.H. Moehring)
OSHD (J.J. Smith)
Region (08-00.32)(Joe Schutz)
Mathias (2 cys)

Jean — clock for reply

NOTED
TOM EDWARDS

RECEIVED
AUG 27 1970
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

X

RECEIVED
SEP 8 - 1970
FOREIGN

OREGON STATE HIGHWAY DIVISION

11-168 (34)
746-3

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

September 1, 1970

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
477 Cottage Street NE
Salem, Oregon 97301

File 43152 - Douglas Oil
U-168[23]
Ross Island Bridge -
SE Reedway Section
Pacific Highway East

Dear Mr. Simpson:

This will reply to your August 26, 1970, letter advising that a salvage value appraisal was required on the subject file for certain advertising signs.

Such an appraisal is on the file and is dated May 11, 1970. The appraisal was placed on the file on May 13, 1970.

Very truly yours,

ORIGINAL SIGNED
JOHN R. OAKES

D. H. Moehring
Right of Way Engineer

NOTED
F. B. KLABOE

DHM:JP

cc R. L. Porter
Tom Edwards
F. B. Klaboe
L. H. Young
V. E. Skoog
M. R. Mitchell

RECEIVED
SEP 2 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 8 - 1970
FOR FILING

OREGON STATE HIGHWAY DIVISION

11-168 (24)

HIGHWAY BUILDING • SALEM, OREGON • 97310

7463

September 1, 1970

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
477 Cottage Street NE
Salem, Oregon 97301

Occupied Improvements
Ross Island Bridge -
Reedway Section
Pacific Highway East

Dear Mr. Simpson:

This will confirm my telephone conversation this afternoon with Mr. Mathias on four files still occupied by relocatees.

File 43188 - Cox - The occupants now have located a replacement house and expect to be moved by September 4.

File 43178 - Rushlight - Mr. and Mrs. Rushlight have had a difference of opinion between themselves as to whether they should move to the beach or stay in Portland. Mr. Rushlight wants to move his plumbing business to the beach, and Mrs. Rushlight wants to stay in Portland. We have found a place to which Mrs. Rushlight would like to move in Portland, but Mr. Rushlight has vetoed the move. We have now been advised that the Rushlights will vacate the property needed for the construction project by September 4.

File 43148 - Sheehan - This is a commercial business and the tenant would like to get permission from the contractor to cut a hole in the building so that he can more easily move into his new quarters adjacent to the building being taken. Until we have a contractor he is unable to make such an arrangement; however, Mr. Sheehan has advised that he will vacate the building this weekend.

File 43180 - Carriger - Mr. Carriger has advised that he will be out of the building this weekend. This particular file went through condemnation and judgment was entered early in August. We have had a legal right to possession for nearly a month; however, Mr. Carrigan has not moved but does plan to be out this weekend.

If further information is needed, please advise.

Very truly yours,

ORIGINAL SIGNED
D. H. MOEHRING

D. H. Moehring
Right of Way Engineer

DHM:JP
cc R. L. Porter
Tom Edwards
F. B. Klaboe
V. E. Skoog
L. H. Young
M. R. Mitchell

RECEIVED
SEP 2 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 8 1970

Form FHWA-120 (12-67)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

U-168(23)

TO : Mr. R. L. Potter, State Highway Engineer
Salem, Oregon

7463

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

DATE: August 31, 1970

In reply refer to: 08-35.7

SUBJECT: Oregon Project U-168(23)
Ross Island Bridge - SE Reedway Section
File 43174 Waddle
Federal-aid Ineligibility Notification 35-70-FIN-45

Mr. Moehring's August 27 letter provided additional information from the fee appraiser for a $15,000 damage item. The damage item includes $1,372 to cut and repair wall ends. The grading and paving plans for the proposed project indicates that this work is to be performed during construction. Please have the plans and appraisal reviewed and the offer to the property owner adjusted accordingly in order to avoid duplication of payment. Federal funds cannot participate in a duplicate payment. Please advise this office of the adjusted offer.

The attachments to Mr. Moehring's letter indicates that the legal question concerning this file has not been resolved. It would be best that this item be resolved before the file is placed in an eligible status.

cc:
OSHD (D H Moehring)
OSHD (M R Mitchell)
OSHD (L I Lindas)
Mathias (2 cys)

REFERRED TO
[illegible]
By Asst. State Hwy. Engr.
COPY Sent 9-1-70

NOTED
TOM EDWARDS

NOTED
F. B. KLABOE

RECEIVED
SEP 1 1970
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

SEP 8 - 1970

OREGON STATE HIGHWAY DIVISION

L 11-4 '34
7463

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

August 27, 1970

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
477 Cottage Street, N. E.
Salem, Oregon 97310

File No. 43174 - Waddle
Ross Island Bridge - S. E..
Reedway Section
Pacific Highway East
Multnomah County
Project U-168(23)

Dear Sir:

Mr. LeRoy Draper has submitted a detailed breakdown, in support of his $15,000 damage item, which should answer Item One in Mr. L. R. Backlund's Ineligibility Notification 35-70-FIN-45 dated 7-20-70.

The attached copies of letters between Mr. L. I. Lindas and Mr. L. B. Hampton explain our current action regarding subject property and should resolve the issue in Item Two, making this file fully eligible for participation.

Very truly yours,

D. H. MOEHRING
Right of Way Engineer

MMM:jh
enc

cc T. Edwards
F. B. Klaboe
L. H. Young
V. E. Skoog
M. R. Mitchell

RECEIVED
AUG 28 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 25 1970
LEE JOHNSON
ATTORNEY GENERAL

U-168(24)
7463

STATE OF OREGON
DEPARTMENT OF JUSTICE
SALEM, OREGON 97310

507 State Highway Building

August 24, 1970

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
477 Cottage Street, N. E.
Salem, Oregon 97301

Attention: Cornelius Burghardt

Re: K. F. Jacobsen Co. Bid
Ross Island Bridge-Reedway St. Section
Anti Collusion Statement

Dear Sir:

I have reviewed the bidder's proposal submitted by the above company as well as section 102 of our standard specifications pertaining to bidding requirements and conditions.

It is my opinion the Highway Commission, having reserved the right to correct patent errors if the best interest of the State will be served or promoted thereby, may permit the bidder to sign the anti-collusion statement it inadvertently neglected to execute.

Very truly yours,

LEE JOHNSON
Attorney General

L. I. Lindas
Assistant Attorney General
and Counsel to Highway Division

LIL:hg
cc - Mr. R. L. Porter

RECEIVED
AUG 24 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 24 1970
FOR FILE

OREGON STATE HIGHWAY DIVISION

I 168(24)
7463

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

F. B. KLABOE

August 21, 1970

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
477 Cottage Street, N. E.
Salem, Oregon 97310

File No, 43192 - Dairy
Coop. Assn.
Ross Island Bridge -
S. E. Reedway Section
Pacific Highway East
Multnomah County
Project U-168(23)

Dear Sir:

Mr. LeRoy Draper has submitted additional documentation (copy attached) which indicates financing of sales #1 through #7 and shows, in addition, the date, consideration and highest and best use of Sale #4.

We trust that this will answer the items questioned in Mr. L. R. Backlund's Ineligibility Notification 35-70-FIN-51 dated 8-6-70 and that subject file will be fully eligible for participation.

Very truly yours,

D. H. MOEHRING
Right of Way Engineer

MMM:jh
enc

cc T. Edwards
F. B. Klaboe
L. H. Young
V. E. Skoog
M. R. Mitchell

RECEIVED
AUG 21 1970
OFFICE OF
STATE HIGHWAY ENGINEER

WOODWARD, DRAPER & STEPP
Incorporated
ESTABLISHED 1866

TITLE AND TRUST BUILDING
PORTLAND, OREGON 97204

August 13, 1970

Oregon State Highway Department
5821 N. E. Glisan Street
Portland, Oregon 97213

Attn: Mr. John Castricano
District Appraiser

Re: Dairy Coop Assn.
File No. 43192
Ross Island - Reedway
Pacific East

Gentlemen:

1. Financing data or statement for Sales 1 through 7 is:

Sale 1.	Cash
Sale 2.	Used $36,000 mortgage to 1st National Bank to assist in purchase and new construction.
Sale 3.	Used $28,500 mortgage to 1st National Bank to assist in purchase and new construction.
Sale 4.	Mortgage of $35,000 given to seller.
Sale 5.	Cash
Sale 6.	Lot 2 Cash Lots 1 & 4 Contract $16,500 - $5000 down. $150 per month including 6%. Buyer pays tax & Ins.
Sale 7.	Cash

WGODWARD, DRAPER & STEPP
Incorporated
ESTABLISHED 1866

2. The highest and best use of the property of Sale No. 4 at time of sale was industrial.

As of June 2, 1969 when the writer talked with Mrs. Sericho of Columbian Bi-Focal who was building a new building on the site, no deeds were of record. Mrs. Sericko said the transaction was involved with the new building construction which was taking place and after calling her accountant gave the approximate land cost of $2.25 per ℄.

2/1/70 the following deeds were executed.

Lot 1 Book 724 Page 1335	$20,800
Lots 2-3-4-5 Book 724 Page 1337	35,200

Sincerely,

Leroy D. Draper
President.

RECEIVED
OCT 2 - 1970
FOR FILING

U-168(24)
7463

4K
8-18-70

August 21, 1970

Rose Island Sand and Gravel Company
4129 S. E. McLoughlin Boulevard
Portland, Oregon 97202

Attention: W. E. Muirhead
President

MISC. CONTRACTS and AGREEMENTS No. 4041

Gentlemen:

Attached for your records is a fully executed copy of an agreement for construction of a left-turn refuge and installation of traffic signals at your access to the Pacific Highway East in Portland.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

Floyd Quary, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Reed, Assistant Secretary

fkm
Att.
cc M. S. Cox
F. B. Crandall
(conf. agreement attached)

RECEIVED
AUG 20 1970
U-168(24)
7463

August 19, 1970

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
477 Cottage Street N.E.
Salem, Oregon

Rose Island Br.-S.E. Roadway St. Sec.
Pacific Highway, Multnomah County
Oregon Project No. U-168(24)

Dear Sir:

Tentative concurrence is requested in the award of contract for the subject project.

K. F. Jacobsen & Co., Inc., of Portland, submitted the low bid of $1,381,770.00, which is $182,759.30 (15.2%) over the Engineer's estimate of $1,199,010.50. Two other bids were received in the amounts of $1,564,116.00 and $1,821,014.00.

We consider it to be in the public interest to award the contract to the low bidder at this time for the following reasons:

1. There are two bid items that account for all of the overrun on the project, "Temporary Protection and Direction of Traffic" $71,673 over, and "General Excavation" $130,200 over; the remaining bid items totaled amounts to a bid underrun of 1.8%.

   a. Temporary Protection and Direction of Traffic is a very difficult item to estimate. The low bidder bid $85,000 and the two other bidders bid $75,000 and $25,000; our estimate was $13,347. From this we must concede that our estimate was too low.

   b. General Excavation: The low bidder bid $3.85 and the two other bidders $2.50 and $3.70 per cubic yard; our estimate was $1.75 per cubic yard. We now acknowledge that our estimate was too low, although we believe the bid of $3.85 is somewhat high.

2. Although the contractor's bid is somewhat high on the two above-mentioned items, we feel the contractor is justified in his prices considering that he must keep four lanes of traffic open except for short periods of time up to 20 minutes. ADT is 40,000. He also must keep connecting streets open except for streets that will be permanently closed. Protection of Traffic and General Excavation will be very costly under this traffic volume condition.

3. This project was advertised for the full three weeks and bids were received from three responsible qualified bidders.

4. We cannot charge the project to make it more attractive to more bidders; therefore, we do not believe a lower bid would be received by readvertising.

Two copies of the bid tabulations are enclosed. If further information is needed, please advise.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

cc: F. B. Kiaboe
D. J. Barbee
C. C. Swensen
E. L. Johnsen
R. H. Chase

DAR:ia

RECEIVED
AUG 11 1970
FOR FILING

U-168 (24)
7463

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 30, 1970

To: Mr. D. H. Moehring
Right of Way Engineer
BUILDING

SUBJECT: Consideration for Right of Way
File No. 43140-SPTC
Ross Island Bridge-S. E. Reedway
Street Section
Pacific Highway East
Multnomah County

Attached you will find a copy of a letter from the Southern Pacific Transportation Company dated July 28, 1970, wherein they advise that the Railroad would be willing to accept $21,800 as consideration for the above captioned file.

Inasmuch as our most recent appraisal, a copy of which is hereto attached, indicates the value of the property is $5,200, I recommend we institute condemnation immediately.

NOTED
F. B. KLABOE

F. D. Morgan
Construction Engineer

By: T. W. Litchfield
T. W. Litchfield
Railroad & Utility Engineer

TWL:ss
Enclosure

cc: F. B. Klaboe (w/copy of SP letter)
R. L. Schroeder "
L. C. Grothaus "
Jack Hesla "

NOTED
A. E. JOHNSON

RECEIVED
JUL 31 1970
OFFICE OF
STATE HIGHWAY ENGINEER

Southern Pacific
Transportation Company

One Market Street, San Francisco, California 94105

H. M. WILLIAMSON
CHIEF ENGINEER-SYSTEM
J. A. HOLMES
ASSISTANT CHIEF ENGINEER
E. J. LYON
ASSISTANT TO CHIEF ENGINEER
T. H. KRUTTSCHNITT, JR.
ASSISTANT TO CHIEF ENGINEER
C. E. NEAL
ASSISTANT TO CHIEF ENGINEER

W. J. JONES
ENGINEER MAINTENANCE OF WAY AND STRUCTURES-SYSTEM
N. F. BULLY
ASST. ENGINEER MAINTENANCE OF WAY AND STRUCTURES
J. F. LYNCH
ASST. ENGINEER MAINTENANCE OF WAY AND STRUCTURES

July 28, 1970

IN REPLY PLEASE REFER TO
911700/323-2
0-0-69-18

Mr. F. D. Morgan
Construction Engineer
Oregon State Highway Division
Salem, Oregon 97310

Attention: Mr. T. W. Litchfield,
Utilities Liaison Engineer

Dear Sir:

This has reference to your letter of February 26, 1970, file R/W 43140, Ross Island Bridge - S.E. Reedway Street Section, Pacific Highway East, Multnomah County and my letter of July 6, 1970, both concerning two parcels of Railroad property to be acquired by the State.

Please be advised that we would be willing to recommend to our Management that both parcels be conveyed to the State for $21,800. The conveyances would be as outlined in item 3 of my above said letter.

Please advise if this is satisfactory.

Yours very truly,

H. M. Williamson

Routing

Morgan
Ducker
Bond
Walker
Buchma
Johnson
Poase
Swan
Glenn
Litchfield
Gallagher
Stein

RECEIVED
JUL 30 1970
CONSTRUCTION DIVISION

AUG 5 - 970

FORM PR-1240 (REV. 3-67)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

FEDERAL AID PROJECT NO.
U-168(24)

STATE PROJECT NO.

U-168(24)

LETTER OF APPROVAL AND/OR AUTHORIZATION

7-28-70

FROM:
R. E. SIMPSON, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.

COUNTY NAME
MULTNOMAH

ITEM NO.
U-159

PROGRAM STAGE (Check)
[ ] 1 [XX] 2

TO:

MR. R. L. PORTER
STATE HIGHWAY ENGINEER
SALEM, OREGON

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
JULY 22, 1970	JULY 22, 1970	PRIMARY #26
		STATE ROUTE NUMBER: ROSS ISLAND – REEDWAY SECTION

LIMITS OF AUTHORITY

AFTER CONCURRENCE IN AWARD YOU ARE AUTHORIZED TO PROCEED WITH CONTRACTOR'S FLAGGING IN AMOUNT OF $25,000 AND EROSION CONTROL IN AMOUNT OF $1,000 AS SHOWN IN YOUR ESTIMATE.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- [XX] OTHER (Specify) CONTRACTOR'S FLAGGING $25,000; EROSION CONTROL $1,000
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [X] CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

MR. YOUNG'S JUNE 29, 1970 REQUEST AND CERTIFYING STATEMENTS ARE ACCEPTED. PS&E DOCUMENTS FOR THE SUBJECT PROJECT HAVE BEEN REVIEWED AND ARE APPROVED.

THE STANDARD SPECIFICATIONS FOR WELDED HIGHWAY BRIDGES AND INCIDENTAL STRUCTURES, JULY 1970 ISSUE, ARE APPROVED FOR USE ON THIS PROJECT.

NOTED
TOM EDWARDS

OUR AUTHORIZATION IS CONDITIONED ON THE FOLLOWING:

1. YOUR OBTAINING RIGHT TO ENTER AND USE RIGHT OF WAY PARCELS 43174 AND 44366 PRIOR TO OUR CONCURRENCE IN AWARD.
2. PERMIT OF ENTRY FROM PORTLAND TRACTION COMPANY.

RECEIVED
JUL 31 1970
OFFICE OF
STATE HIGHWAY ENGINEER

A SIGNED COPY OF THE TITLE SHEET IS RETURNED HEREWITH.

Yours very truly,
8-4-70

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
7-28-70		DIVISION ENGINEER

PREVIOUS EDITION MAY BE USED UNTIL SUPPLY IS EXHAUSTED.

FOREIMF
JUL 27 1970
FOR FILING
11-168(24)
.7463

July 27, 1970

Oregon State Highway Commission

Gentlemen:

An agreement has been executed with the Ross Island Sand and Gravel Company for construction of a left-turn refuge and installation of traffic signals at its access to the Pacific Highway East (McLoughlin Boulevard) in the city of Portland.

This work will be done as a part of the overall construction project on the Ross Island Bridge-Roadway Section of the Pacific Highway East.

The Ross Island Sand and Gravel Company has submitted its check in the amount of $40,000 toward the cost of this work. The total estimated cost of the project is $61,000 and the State's share will be charged to the construction project.

I recommend your approval and request authority for the Secretary to sign the agreement for and on your behalf.

This matter will be on the agenda for your consideration at the August 18 meeting.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Floyd Query
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
F. B. Crandall
R. N. Bothman
H. S. Cox
J. J. Cix
R. L. Schroeder
L. W. Rulien

VPJ:njc sr

RECEIVED
JUL 2[illegible]970
FOR FILING

OREGON STATE HIGHWAY DIVISION

11-168 (24)

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

7463

July 20, 1970

City of Portland
Bureau of Lighting, Utility Rates & Use
Room 310
City Hall
Portland, Oregon 97204

Re: Relocation of Lighting Facilities
Ross Island Br.-S.E. Roadway Sec.
Pacific Highway East
Multnomah County

ATTENTION: S. J. Maerz

Gentlemen:

Your estimate for replacement, "in kind", of your lighting facilities on this project, as submitted with your letter of July 8, 1970, has been approved by the State. You are hereby authorized to proceed with the removal and reinstallation of your lighting facilities as of July 20, 1970.

Please contact Mr. Harry Oswald, 5821 N. E. Glisan Street, Portland, Oregon 97213, Phone: 229-6932, at least three days prior to beginning work so that your work may be coordinated with that of the State's contractor and the construction requirements of this project.

Reimbursement in the amount of the replacement in kind cost, $15,072, will be made subject to the provisions of PPM 30-4 upon receipt of a statement of charges at the completion of the lighting facility installation.

NOTED
A. E. JOHNSON

Very truly yours,

RECEIVED
JUL 20 1970
OFFICE OF
STATE HIGHWAY ENGINEER

F. D. Morgan
Construction Engineer

NOTED
F. B. KLABOE

By: Jackson Cartwright for

T. W. Litchfield
Railroad & Utility Engineer

JMC:ss
cc: F. B. Klaboe
V. L. Gallagher (2) (w/attach.)
V. E. Skoog "
R. L. Schroeder (w/attach.) (2)
Harry Oswald "
G. N. Hopkins "
Jack Hesla "

Note to R. L. Schroeder: Please have a State Force Order prepared and submitted to cover this lump sum settlement. Return 1 copy of est. with SFO. Prefix: 26-1428

RECEIVED
JUL 20 1970
FOR FILING

OREGON STATE HIGHWAY DIVISION

U-168(24)
HIGHWAY BUILDING
7463

SALEM, OREGON • 97310 • Phone 364-2171

July 17, 1970

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street NE
Salem, Oregon 97301

Project U-168[23]
PIN 35-70-PIN-6
File 43147 - Hyster
Ross Island Bridge -
SE Roadway Section
Pacific Highway East

Dear Mr. Simpson:

This will reply to your pre-audit ineligibility report no. 35-70-PIN-6 amended.

Your citation apparently stems from the State's letter accepting the option wherein possession is listed as May 1, 1970. [Saling's March 12, 1970, letter to Hyster Company] This letter does not take into account the language of Exhibit B of the option agreement, paragraph 8, which states, ". . . agreed that during the period after May 1, 1970 and prior to June 4, 1970, the Grantor and/or its contractors, may to such extent as may be reasonable, enter upon and use said property being acquired by the State . . ."

The intent of Hyster Company was to have the building alterations accomplished by May 1, 1970, but in order to not be in conflict with the 90-day possession requirement, a clause was inserted in the option which would allow a full 90 days' time to Hyster.

This should explain the possession matter and return the file to eligibility for participation.

Very truly yours,

D. H. Moehring
Right of Way Engineer

DHM:JP
cc R. L. Porter
Tom Edwards
F. B. Klaboe
V. E. Skoog
L. H. Young
M. R. Mitchell

RECEIVED
JUL 20 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 20 1970
FOR FILING
STATE OF OREGON

Mr. Porter

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

U-168 (24)
7463

July 16, 1970

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, NE
Salem, Oregon 97301

43174-Waddle
Or. Project U-168(23)
Ross Island Br.-SE
Reedway Section
Pacific Hwy. East
Multnomah County

Dear Mr. Simpson:

Your letter of July 6, 1970, requesta that the property owner be given an offer in writing of the new review appraisal of $190,000.

This file has been transferred to the Legal Department and Mr. Hampton and Mr. Lindas are handling the negotiations with the attorney for the grantor. Mr. Hampton has discovered that there may be additional data concerning the assumptions in the appraisal on damages due to the restriction of the title to adjacent lands.

While they are investigating these factors, they have requested that our agents do not make further offers to Mr. Waddle. A Copy of their request is attached.

Very truly yours,

D. H. MOEHRING
Right of Way Engineer

ORIGINAL SIGNED
JOHN R. OAKES

John R. Oakes
Assistant Right of Way Engineer

JRO:GZ

Attachment

cc R. L. Porter
Tom Edwards
F. B. Klaboe
L. H. Young
D. J. Barbee
V. E. Skoog
L. I. Lindas
M. R. Mitchell

RECEIVED
JUL 20 1970
OFFICE OF
STATE HIGHWAY ENGINEER

ROSS ISLAND SAND & GRAVEL CO.
Phone 236-2177
4129 SOUTHEAST McLOUGHLIN BOULEVARD
PORTLAND, OREGON 97202

July 13, 1970

Oregon State Highway Department
State Highway Building
Salem, Oregon

Gentlemen:

The following is an extract from the minutes of the Directors' Meeting of the Ross Island Sand & Gravel Co. held July 10th, 1970, in the Company office at 4129 S.E. McLoughlin Blvd., Portland, Oregon:

> "Mr. Muirnead advised that the Oregon State Highway contract for installing computor traffic signals in front of the Boise Street concrete batcher is ready. This will require: (1) a payment of $40,000; (2) a copy of the minutes authorizing officers to execute this contract; (3) a 35-foot wide north entrance, and 80-foot wide entrance in front of the concrete batcher that can be moved 20-foot maximum during construction and which enters into an 110-foot wide divider. The Oregon State Highway Department will operate and maintain the computor-signal. Mr. Carpenter then moved, which motion was seconded by Mr. Galloway, that we authorize the officers to sign the Oregon State Highway Department contract covering the traffic regulation as noted and pay the required $40,000. This motion was unanimously passed."

Trusting this is complete and satisfactory, we are

Very truly yours,

ROSS ISLAND SAND & GRAVEL CO.

R. D. Slater

R. D. Slater
Secretary

RDS/g

I hereby certify that Mr. R.D. Slater is Secretary of Ross Island Sand & Gravel Co., 4129 S.E. McLoughlin Blvd., Portland, Oregon.

Reba R. Greenman - Notary Public

My Commission expires February 13, 1974.

ROSS ISLAND SAND & GRAVEL CO.
Phone 236-2177
4129 SOUTHEAST McLOUGHLIN BOULEVARD
PORTLAND, OREGON 97202

July 13, 1970

Oregon State Highway Department
State Highway Building
Salem, Oregon

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R. D. Slater

R. D. Slater
Secretary

RDS/g

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Reba R. Greenman - Notary Public

My Commission expires February 13, 1974.

Southern Pacific Transportation Company

One Market Street, San Francisco, California 94105

Routing: E

Posso, Swan, Glenn, Litchfield, Gallagher, Stein

RECEIVED
JUL 8 1970
CONSTRUCTION DIVISION

Parker, Bond, Walker, Boehme, Johnsen

July 6, 1970

H. M. WILLIAMSON
CHIEF ENGINEER-SYSTEM
J. A. HOLMES
ASSISTANT CHIEF ENGINEER
G. J. LYON
ASSISTANT TO CHIEF ENGINEER
T. H. KRUTTSCHNITT, JR.
ASSISTANT TO CHIEF ENGINEER
C. E. NEAL
ASSISTANT TO CHIEF ENGINEER

W. J. JONES
ENGINEER MAINTENANCE OF WAY AND STRUCTURES-SYSTEM
H. F. DULLY
ASST. ENGINEER MAINTENANCE OF WAY AND STRUCTURES
J. F. LYNCH
ASST. ENGINEER MAINTENANCE OF WAY AND STRUCTURES

NOTED
JACK L. SOLLIS

IN REPLY PLEASE REFER TO
911700/323-2
0-0-69-1[redacted]

Mr. F. D. Morgan (2)
Construction Engineer
Oregon State Highway Division
Salem, Oregon 97310

Attention: Mr. T. W. Litchfield
Utilities Liaison Engineer

Dear Sir:

This has reference to your letter of April 21, 1970, file Ross Island Bridge - S.E. Reedway, Street Section, Pacific Highway East, Multnomah County, concerning six laning McLoughlin Boulevard in Portland.

In order to allow the State of Oregon hereinafter called State, to proceed with its intended highway construction, Southern Pacific Transportation Company, hereinafter called Railroad, hereby permits the State, its employees, agents and contractors to enter upon those parcels of Railroad property illustrated by cross hatching and dashed outline on Oregon Division Drawings A-3661, revised March 11, 1970, and A-3662 revised May 6, 1970, attached hereto and made a part hereof.

The permission herein granted is subject to the following:

1) The work upon and adjacent to Railroad property is to be performed in accordance with plans and specifications subject to the approval of Railroad.

2) State agrees to assume the entire cost of highway construction work and to reimburse Railroad for any expense incurred in connection therewith. Such costs to include preliminary engineering inspection and any assessments levied by any lawful body against Railroad's property.

3) Parcel 1 on Drawing A-3662 is to be conveyed in fee to the State with Railroad reserving all mineral rights without the right of surface entry and Parcel 2 on Drawing A-3661 is to be conveyed to the State by an easement for slope purposes with Railroad reserving full use of the surface of the ground consistent with highway use.

4) In the event the State and Railroad are unable to reach an agreement within a period of one year from the date hereof as to the fair compensation to be paid to Railroad for the two parcels in the next preceding paragraph, State agrees to immediately file and thereafter prosecute with due diligence a proceeding in eminent domain before a court of competent jurisdiction for the determination of the fair and just value of the property to be acquired by the State. In the event State and Railroad are unable to reach agreement within 30 days from the date hereof as to fair compensation to be paid for said parcels of Railroad property, it is agreed that the date of this permit should be the date to be used for computing interest on the award in favor of Railroad.

5) Right of entry is granted subject to the rights of any lessee of Railroad at the time in possession of any of the land involved in said permit, and State shall, at its expense, make all arrangements with said lessees for relocation, rearrangement or removal of lessee's facilities located on said land.

6) The right to enter upon said property shall expire automatically upon the completion of said work or upon the expiration of one year from date of acceptance hereof, whichever shall occur first.

If the foregoing is satisfactory, please arrange for acceptance on behalf of the State on the duplicate copy of this letter and return said copy to this office.

The right of entry and its duplicate copy furnished you under date of June 30 should be returned to us. The prints from the June 30 right of entry should be transferred to this new right of entry.

Yours very truly,

H. M. Williamson

Approved as to form:

Chief Counsel

APPROVED

STATE HIGHWAY ENGINEER

DATE: July 17, 1970

OREGON DIV'N.
DRAWING A3661
SHEET NO.

FLORAL PARK
ELLIS ST.
SE 22 AVE
SE HAROLD ST
SE INSLEY ST
US 99 EAST
TO CITY CENTER
NEW ℄
CALIFORNIA & HAWAIIAN SUGAR REFINING CORP.
PARCEL # 2 ≤0.15 tac
DRIVEWAY
Dock
767
SE MCLOUGHLIN BLVD
470 NEW ℄
PARCEL # 3 0.14± tac
Paved
Yard Office
DUPONT
BROOKLYN
766.9
4 Illum. Poster Panels
C. F. Stevens Co (L.A. 11984)
3 Illum. Poster Panels
National Adver. Co. (L.A. 120110)
176 - 34.2
472+80
475+00

LEGEND
SOU. PAC. PROPERTY LINE
PERMANENT EASEMENT FOR SLOPE
TEMPORARY CONSTRUCTION PERMIT

To S.F. ← 2 1 180 9 → To Portland

SOUTHERN PACIFIC COMPANY
TRANSPORTATION
PACIFIC LINES
MAIN LINE
BROOKLYN
Easement to State of Oregon

Scale: 1" = 100'
23 July 1969
Revised 11 Mar 1970

DRAWER

OREGON DIV'N.
DRAWING A 3662
SHEET NO.

PORTLAND ML
P.L.
R=1482.69
4° 00' Curve
50
Foster & Kleiser Illum. Poster Panel LA 12416
503+15.06 P.S.
TRACTION COMPANY
P.L.
LC S 34° 20' 29" E 398.36
arc = 399.56
Limit of taking proposed by State of Oregon
Area = 0.7628 ac ±
N 78° 36' 45" E 94.91
S 78° 36' 45" W 99.30
LC N 32° 08' 15" W 166.42
LC N 32° 50' 21" W 118.29
LC N 34° 59' 27" W 109.11
POINT OF BEGINNING
505+05.06 P.T.C.
P.S.C.
To City Center
℄ S.E. McLOUGHLIN BLVD.
℄ New Highway
500
U.S. 99 EAST
SE MILWAUKIE AVE.
N 12° 38' 15" W
SCHILLER ST
P.C.S.
496+95
COLLINGE ADD.
500+70.2 P.O.S.
N 9° 51' 15" W
501+45.91 P.O.T.
SE LONG ST.
0.1.0
S 78° 36' 45" W 381.58
365.76
502+37.6 P.R.V.S.

LEGEND
—·—·— Sou. Pac. Co. property line
▨ Limit of sale of land

SOUTHERN PACIFIC COMPANY
PACIFIC LINES
MAIN LINE
BROOKLYN
Sale of land to State of Oregon.

Scale: 1"=100'
23 July 1969
Revised 6 May 1970

DRAWER

LEE JOHNSON
ATTORNEY GENERAL

STATE OF OREGON
DEPARTMENT OF JUSTICE
SALEM, OREGON 97310

July 3, 1970

Mr. John C. Carlson
7514 S. W. 11th Avenue
Portland, Oregon 97219

Dear Mr. Carlson:

This acknowledges your letter of June 30th in which you complain of the lack of cooperation by personnel of the Right of Way Section of the Highway Division.

While I exercise no authority over the Right of Way Section, they being answerable to the Highway Engineer, I will see that the matters of which you complain reach the proper parties for their consideration.

I feel sure proper steps will be taken so that you receive the cooperation to which you are entitled.

Very truly yours,

LEE JOHNSON
Attorney General

L. I. Lindas
Assistant Attorney General
and Counsel to Highway Division

LIL:jbg

cc - Mr. R. L. Porter
Mr. D. H. Hoehring

NOTED
F. B. KLABOE

RECEIVED
JUL 3 1970
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

John C. Carlson
AND ASSOCIATES / Realtors

7814 S.W. 11th AVENUE / PORTLAND, OREGON 97219 / 244-3650

June 30, 1970

RECEIVED
JUL 3 1970
LEGAL

Mr. Leonard I. Lindas
Oregon State Highway Division
Salem, Oregon

Dear Mr. Lindas:

You will recall you wrote me on April 7, 1970 in response to a phone call the previous day in which I protested the lack of cooperation on the part of department personnel in providing items of information I required as a representative of property owners effected by highway right of way takings. You assured me the information would be provided.

As a result of your letter I visited the department in Salem on April 10th and was able to secure right of way drawings and construction drawings of the Mt Hood project. Right of way drawings were also provided for the McLoughlin Boulevard project. However, three members of the department advised me construction drawings were not available for McLoughlin Boulevard.

On May 4 and May 18 I requested construction drawings from the Metro office in Portland. On this latter date, Mr. Rose, Mr. McClure and Mr. Johnson insisted no construction drawings were in existence for McLoughlin Boulevard. On May 20th the Salem office gave me this same information.

On June 15 in Circuit Court in Multnomah County, Mr. James McClure testified under oath that the construction drawings he had in his possession were available "the early part of April".

Quite obviously the personnel of your department have been considerably less than truthful; or Mr. McClure's statements in court merit close investigation.

I believe it is tragic that I must again protest the devious and vindictive conduct of the highway division which appears to be a continuing policy where the appraiser or attorney represents the property owner. An abrupt and substantial improvement in operations would seem appropriate.

Respectfully yours,

John C. Carlson

RECEIVED
JUL 10 1970

Form FHWA-121 (12-67)

UNITED STATES GOVERNMENT

FOR [illegible]

Memorandum

U-168(24)

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

7463

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

DATE: July 6, 1970

In reply refer to: 08-35.7

SUBJECT: Oregon Project U-168(23)
Ross Island Bridge - SE. Reedway Section
File 43174 - Russell Waddle (Taco Restaurant)
Federal-aid Pre-audit Ineligibility Notification No. 35-70-PIN-20

Mr. Oakes' letter of June 22, 1970, and attachments indicate that the review appraisal has been adjusted to $190,000 based upon the legal opinion of Chief Counsel Lindas. The revised review provides a satisfactory answer to Item 2 of Federal-aid Pre-audit Ineligibility Notification 35-70-PIN-20 dated April 13, 1970. In order to be eligible for Federal participation the property owner should be given an offer in writing of the new review appraisal of $190,000.

The answer to Item 1 is unsatisfactory and Federal funds will not participate in the unsupported $15,000 estimate to remodel the building which was made by Appraiser Draper. There is no reason that Mr. Draper must be supplied with a specific plan or program of remodeling. This is a matter for his own appraisal judgment. However, the $15,000 amount must be supported with a breakdown of quantities and cost. Mr. Draper's letter of March 30, 1970, indicates that he was in the contracting business and therefore he should have no difficulty in providing a proper estimate to support the $15,000 item. Attached is a revised PR-1367.

Enclosure

Orig. to Mechanig
cy - Gen. Files
7-10-70

NOTED
TOM EDWARDS

RECEIVED
JUL 8 1970
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

FORM FA-1367
(7-68)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

FEDERAL-AID [redacted] INELIGIBILITY NOTIFICATION
NO. 35-70-FIN-38

STATE	COUNTY
Oregon	Multnomah
F. A. PROJECT NO. U-168(23)	STATE CONTROL SECTION OR PROJECT NO. Ross Island - Roadway

TO: Mr. R. L. Porter, State Highway Engineer
Oregon State Highway Division
Salem, Oregon

1. OSHD (V E Skoog)
2. OSHD (M R Mitchell)
3. OSHD (D H Moehring)
4. OSHD (C E Smith)
5. Accounts
6. Project File
7. FIN File

ITEMS IDENTIFIED BELOW ☐ OR ON ATTACHED SHEET ☐ HAVE BEEN DETERMINED TO BE INELIGIBLE OR REQUIRE ADDITIONAL SUPPORT PRIOR TO FEDERAL-AID REIMBURSEMENT FOR THE REASONS STATED:

File 43174 - Russell Waddle (Taco Restaurant)

To convert the remainder building to office space Mr. Rodwick includes a supported cost of $40,510. Mr. Draper's unsupported estimate is $15,000. Please have Mr. Draper provide support as well as an explanation of the extent of conversion. The wide difference needs explanation.

INELIGIBLE $ (IF APPLICABLE) 15,000 & Draper's fee of $1000

THE ABOVE ITEMS (AS AMPLIFIED IN THE COVERING LETTER)* SHOULD NOT BE CLAIMED UNTIL CORRECTIVE ACTION HAS BEEN TAKEN AND SUPPORTING OR QUALIFYING DATA PLACED IN THE STATE'S FILE. IF THE STATE HAS ALREADY BEEN REIMBURSED, A CREDIT SHALL BE ENTERED ON THE NEXT CONSOLIDATED OR CURRENT BILLING SUBMISSION.

EXCEPTIONS DESCRIBED ON NOTIFICATION NO. _____ NOW ELIGIBLE.
REFERENCE:

REMARKS:

SIGNATURE	TITLE	DATE
L. R. Backlund	Administrative Manager	July 6, 1970

*STRIKEOVER IF NOT APPLICABLE

GPO 937-262

RECEIVED
JUL 8 - 1970
FOR FILING

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

U-168(24)
7463

JULY 3, 1970

MR. R. E. SIMPSON
DIVISION ENGINEER
BUREAU OF PUBLIC ROADS
477 COTTAGE STREET, N.E.
SALEM, OREGON 97310

FILE NO. 43147 - HYSTER COMPANY
ROSS ISLAND BRIDGE - S.E. REEDWAY
PACIFIC HIGHWAY EAST
MULTNOMAH COUNTY
PROJECT U - 168 (23)

DEAR SIR:

SUBSEQUENT TO RECEIPT OF MR. L. R. RACKLUND'S INELIGIBILITY NOTIFICATION 35-70-PIN-6 DATED FEBRUARY 18, 1970, WE REQUESTED AND SECURED A MORE DETAILED COST ESTIMATE FROM CAMPLAN. THIS IN TURN WAS SUBMITTED TO THE APPRAISERS FOR RECONSIDERATION. OTHER INCONSISTENCIES CITED WERE CORRECTED IN THEIR REVISED APPRAISALS, AND THE REVIEW DATED MARCH 12, 1970 CONFIRMED THE EARLIER NOVEMBER 18, 1969 REVIEW.

COPIES OF THE APPRAISERS REVISIONS AND THE LATER REVIEW ARE ATTACHED FOR YOUR CONSIDERATION. WE TRUST THAT SUBJECT FILE WILL NOW BE FULLY ELIGIBLE FOR PARTICIPATION.

VERY TRULY YOURS,

for John R. Oakes

D. H. MOEHRING
RIGHT OF WAY ENGINEER

MMM:JH
ENC

cc T. EDWARDS ✓
F. B. KLABOE
L. H. YOUNG
V. E. SKOOG
M. R. MITCHELL

NOTED
TOM EDWARDS

RECEIVED
JUL 6 1970
OFFICE OF
STATE HIGHWAY ENGINEER

Original _____ Revision X

OREGON STATE HIGHWAY DIVISION
Appraisal Review

Date of Description 12-13-68
Area: 3,500 sq. ft.

File No: 43147
Name : Hyster Co.
Section: Ross Is. Bridge-SE Roadway
Highway: Pacific Hwy. East
County : Multnomah
Fed. Proj. No: I-168(23)

Access for Remainder:

As of this date, the current appraisals on this file are as follows:

Appraiser	Date Written	Date of Valuation	Original or Rev.	Value Entirety	Value Remainder	Value Taking
Cainer	3-10-70	11-6-69	Rev.	396,500	266,700	129,800*
Profitt	3-10-70	3-10-70	Rev.	348,000	330,000	114,230*
Camplan, Inc.	3-7-70	3-7-70	Rev.	Cost to Cure		90,011
Hickey, Inc.	10-28-69	10-28-69	Orig.	Cost to Cure		76,816
Portland Sign	7-31-69	7-31-69	Orig.	Signs		6,249.40

I have no direct or indirect, present or contemplated future personal interest in this subject property, nor will I in any manner benefit from the acquisition of said property. My determination has been reached independently based upon appraisals and other factual data of record without improper collaboration or direction. I have visually examined subject property and comparable sales to this extent: Observed property in field. General knowledge of sales. Discussions with District Appraiser. Study of file.

It is my determination that just compensation for the part taken, including damages, if any, to the remainder is ----------$ 123,550 plus signs

ALLOCATED AS FOLLOWS:

Land	$	7,575
Improvements	$	31,200
Damages	$	84,475
_____	$	_____
_____	$	_____
_____	$	_____
TOTAL	$	123,550, plus signs

The State's appraisals comply with the requirements of "Appraising Real Property", and the "Right of Way Manual." It appears that there is sufficient appraisal background and documentation to support the appraisals. I have taken the following steps to secure clarification or support where needed:

* Assumes building reconstituted. Includes purchase value of signs.

To show more clearly the total cost of demolition, removal and reconstitution of that portion of the building affected by the taking, Mr. Story of Camplan, Inc., was asked to submit a revised estimate consolidating his earlier estimates. Both appraisers thereupon reconsidered their appraisals based upon this new information, also correcting minor errors relating to the property itself.

Mr. Cainer shows just compensation to be unchanged while Mr. Profitt has increased his value. Prior review dated 11-18-69 thus is considered substantiated. Total just compensation, assuming signs are taken, is $129,800.

==========

It is understood that this determination of just compensation is to be used in conjunction with a Federal-aid or State Highway project. To the best of my knowledge items compensable under State Law but not eligible for Federal reimbursement, if any, have been set forth separately above.

Milner M. Moore

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It is my determination that just compensation for the part taken, including damages, if any, to the remainder is ----------$ 123,550 plus signs

ALLOCATED AS FOLLOWS:

Land	$ 7,575
Improvements	$ 31,200
Damages	$ 84,475
_____	$ _____
_____	$ _____
_____	$ _____
TOTAL	$ 123,550, plus signs

The State's appraisals comply with the requirements of "Appraising Real Property", and the "Right of Way Manual." It appears that there is sufficient appraisal background and documentation to support the appraisals. I have taken the following steps to secure clarification or support where needed:

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Milner M. Mann

Milner M. Mann

REVIEWING APPRAISER

DATE OF REVIEW 3-12-70

Form No. E-753
Rev. 12-11-69 d

REVISED APPRAISAL REPORT FORM

AREA OF TAKING 3,500 square feet

DATE OF DESCRIPTION December 13, 1969

FILE No.: 43147
NAME : Hyster Company
SECTION : Ross Is.Bridge-S.E.Reedway
HIGHWAY : Pacific Highway East
COUNTY : Multnomah
Fed.Project No.: U-168 (23)

1. REASON FOR REVISION:

Corrected building area

Amended cost to cure

2. ADDED OR MODIFIED ASSUMPTIONS:

3. REDESCRIBE REMAINDER PROPERTY TO SHOW EFFECT OF REVISION INCLUDING RE-EVALUATION OF REMAINDER PROPERTY. WHEN APPLICABLE, REDESCRIBE THE ENTIRE PROPERTY:

Before Revision:			After Revision:		
Land: Light Industrial:					
64,353 sq.ft. at $2.50 = $160,883					
Rounded to $160,900					$160,900
Imps: Office and shop:					
27,350 sq.ft. at $15.00	$410,250		26,963 sq.ft. at $15.00	$404,445	
Boiler shed	3,300			3,300	
Shed	1,000			1,000	
Fencing	2,000			2,000	
Yard paving	4,300			4,300	
Landscaping	880			880	
	$421,730			$415,925	
Total depreciation	234,630			228,825	
Dep.value of imps.	$187,100	$187,100		$187,100	187,100
Property value		$348,000			$348,000
Taking:					
Land	$8,750			$8,750	
Improvements	8,400			8,400	
Damages	830			830	
	$17,980	$17,980		$17,980	$17,980
Remainder:					
Land=	$151,320			$151,320	
Improvements-	178,700			178,700	
	$330,020	330,020		$330,020	330,020
Property Value		$348,000			$348,000
Taking	$17,980				$17,980
Sign	6,250				6,250
Rehabilitation	66,185				90,000
Just Compensation	$90,415				$114,230

VALUE OF ENTIRE PROPERTY $ 348,000
VALUE OF REMAINDER PROPERTY $ 330,000
JUST COMPENSATION 17,980
Sign 6,250

DATE OF VALUATION March 10, 1970

APPRAISER'S SIGNATURE Ronald Proffitt

DATE OF WRITING REVISION March 10, 1970

AREA OF TAKING 3,500 square feet

DATE OF DESCRIPTION December 13, 1969

FILE No.: 43147
NAME : Hyster Company
SECTION : Ross Is.Bridge-S.E.Reedway
HIGHWAY : Pacific Highway East
COUNTY : Multnomah
Fed.Project No.: U-168 (23)

1. REASON FOR REVISION:

Corrected building area

Amended cost to cure

2. ADDED OR MODIFIED ASSUMPTIONS:

3. REDESCRIBE REMAINDER PROPERTY TO SHOW EFFECT OF REVISION INCLUDING RE-EVALUATION OF REMAINDER PROPERTY. WHEN APPLICABLE, REDESCRIBE THE ENTIRE PROPERTY:

Before Revision:			After Revision:		
Land: Light Industrial:					
64,353 sq.ft. at $2.50 = $160,883					
Rounded to		$160,900			$160,900
Imps: Office and shop:					
27,350 sq.ft. at $15.00--	$410,250		26,963 sq.ft. at $15.00-	$404,445	
Boiler shed	3,300			3,300	
Shed	1,000			1,000	
Fencing	2,000			2,000	
Yard paving	4,300			4,300	
Landscaping	880			880	
	$421,730			$415,925	
Total depreciation	234,630			228,825	
Dep.value of imps.	$187,100	$187,100		$187,100	187,100
Property value		$348,000			$348,000
Taking:					
Land	$8,750			$8,750	
Improvements	8,400			8,400	
Damages	830			830	
	$17,980	$17,980		$17,980	$17,980
Remainder:					
Land=	$151,320			$151,320	
Improvements-	178,700			178,700	
	$330,020	330,020		$330,020	330,020
Property Value		$348,000			$348,000
Taking	$17,980				$17,980
Sign	6,250				6,250
Rehabilitation	66,185				90,000
Just Compensation	$90,415				$114,230

VALUE OF ENTIRE PROPERTY	$ 348,000
VALUE OF REMAINDER PROPERTY	$ 330,000
JUST COMPENSATION	17,980
Sign	6,250
Rehabilitation	90,000
Just compensation	$114,230

DATE OF VALUATION March 10, 1970

APPRAISER'S SIGNATURE Ron D Proffitt

DATE OF WRITING REVISION March 10, 1970

REVISED APPRAISAL REPORT FORM

AREA OF TAKING: 3500 Square feet

DATE OF DESCRIPTION 12/13/68

FILE No.: 43147
NAME : HYSTER COMPANY
SECTION : RossIs.Br.-SE Reedway
HIGHWAY : Pacific Hwy. East
COUNTY : Multnomah
FED. PROJECT No.: U-168 (23)

1. REASON FOR REVISION:

Revised cost estimate by Camplan Construction Co. and correction of land and building areas.

2. ADDED OR MODIFIED ASSUMPTIONS:

3. REDESCRIBE REMAINDER PROPERTY TO SHOW EFFECT OF REVISION INCLUDING RE-EVALUATION OF REMAINDER PROPERTY. WHEN APPLICABLE, REDESCRIBE THE ENTIRE PROPERTY:

Utilizing the right of way map, the area of the ownership is corrected to a total area of about 64,353 square feet. Based on building plans provided by the Highway Dept., the building areas are corrected to 27,350 square feet in the main structure, 600 square feet in the paint shop area, and 572 square feet in the boiler room, a total area of 28,522 square feet. The additional building area is primarily main floor display and office space. The primary effect on the valuation is the additional land area allocation, for the building values are the same (being derived from the cost estimate provided), and the depreciation factor is unchanged. (Allocation of the larger display and office area to the cost new of $219,100 results in a slightly lower indicated cost per square foot but does not affect the value of the taking, which is derived from cost estimates.)

The revised Cost Estimate by Camplan Inc., shows the cost to cut the front of the building and replace the wall and pylon to be $90,011. The original estimate (obtained by extraction of duplications) was $91,992, thus the cost is reduced by $1,981. Mr. Story (Camplan Inc) was again consulted regarding the probable additional cost to remove the 20' x 40' wall adjoining the offices and to replace 40' of wall along the parts room fronting the alley, which would provide parking for the remaining display and office areas. His verbal revised estimate of this curative measure (omitted from the estimate dated 3/7/70) was about $750 to remove the additional wall area and about $1,500 to rebuild 40' of wall. Upon review of the probable cost of constructing 800 square feet of space for warehouse area to replace the area assigned to parking, Mr. Story indicated a probable cost ranging from $8.00 to $9.00 per square foot. Considering the foregoing, the revised cost-to- cure to provide restoration of parking and warehouse space is indicated to range from $8,650 to $9,450, thus a rounded cost of about $9,000 is believed applicable. The total cost-to-cure is thus estimated to be about $99,011, from which should be deducted the depreciated value of the store front and pylon in the amount of $14,526, indicating an applicable allowance for Cost-to-Cure of $84,485. Based upon the foregoing, the revised valuation is:

Continued

VALUE OF ENTIRE PROPERTY $ 396,500
VALUE OF REMAINDER PROPERTY $ 266,700
JUST COMPENSATION 129,800

DATE OF VALUATION 11/6/69

APPRAISER'S SIGNATURE [signature]

DATE OF WRITING REVISION 3/10/70

AREA OF TAKING 3500 Square feet

DATE OF DESCRIPTION 12/13/68

FILE NO.: 43147
NAME : HYSTER COMPANY
SECTION : RossIs.Br.-SE Roadway
HIGHWAY : Pacific Hwy. East
COUNTY : Multnomah
FED. PROJECT NO.: U-168 (23)

1. REASON FOR REVISION:

Revised cost estimate by Camplan Construction Co. and correction of land and building areas.

2. ADDED OR MODIFIED ASSUMPTIONS:

3. REDESCRIBE REMAINDER PROPERTY TO SHOW EFFECT OF REVISION INCLUDING RE-EVALUATION OF REMAINDER PROPERTY. WHEN APPLICABLE, REDESCRIBE THE ENTIRE PROPERTY:

Utilizing the right of way map, the area of the ownership is corrected to a total area of about 64,353 square feet. Based on building plans provided by the Highway Dept., the building areas are corrected to 27,350 square feet in the main structure, 600 square feet in the paint shop area, and 572 square feet in the boiler room, a total area of 28,522 square feet. The additional building area is primarily main floor display and office space. The primary effect on the valuation is the additional land area allocation, for the building values are the same (being derived from the cost estimate provided), and the depreciation factor is unchanged. (Allocation of the larger display and office area to the cost new of $219,100 results in a slightly lower indicated cost per square foot but does not affect the value of the taking, which is derived from cost estimates.)

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Continued

VALUE OF ENTIRE PROPERTY $ 396,500
VALUE OF REMAINDER PROPERTY $ 266,700
JUST COMPENSATION 129,800

DATE OF VALUATION 11/6/69

APPRAISER'S SIGNATURE [signature]

DATE OF WRITING REVISION 3/10/70

AFFIDAVIT OF APPRAISER

STATE OF OREGON)
) ss
COUNTY OF Multnomah)

FILE No. 43147

M. O. Gainer, BEING DULY SWORN DEPOSES AND SAYS:

THAT ON * 6/14, 11/6/69 and various other (DATE) (S), I PERSONALLY INSPECTED IN THE FIELD THE PROPERTY HEREIN APPRAISED AND THE COMPARABLES RELIED UPON IN MAKING SAID APPRAISAL AND THEY WERE AS REPRESENTED BY THE PHOTOGRAPHS CONTAINED IN SAID APPRAISAL.

THAT TO THE BEST OF MY KNOWLEDGE AND BELIEF THE STATEMENTS CONTAINED IN THE APPRAISAL HEREINABOVE SET FORTH ARE TRUE, AND THE INFORMATION UPON WHICH THE OPINIONS EXPRESSED HEREIN ARE BASED IS CORRECT; SUBJECT TO THE LIMITING CONDITIONS HEREIN SET FORTH.

THAT I UNDERSTAND THAT SUCH APPRAISAL IS TO BE USED IN CONNECTION WITH THE ACQUISITION OF RIGHT OF WAY FOR A HIGHWAY TO BE CONSTRUCTED BY THE STATE OF OREGON WITH THE ASSISTANCE OF FEDERAL-AID HIGHWAY FUNDS, AND THAT TO THE BEST OF MY KNOWLEDGE, SUCH APPRAISAL HAS BEEN MADE IN CONFORMITY WITH THE APPROPRIATE STATE LAWS, REGULATIONS, AND POLICIES AND PROCEDURES APPLICABLE TO APPRAISAL OF RIGHT OF WAY FOR SUCH PURPOSES, AND THAT TO THE BEST OF MY KNOWLEDGE, NO PORTION OF THE VALUE ASSIGNED TO SUCH PROPERTY CONSISTS OF ITEMS WHICH ARE NONCOMPENSABLE UNDER THE ESTABLISHED LAW OF SAID STATE.

THAT NEITHER MY EMPLOYMENT NOR MY COMPENSATION FOR MAKING THIS APPRAISAL AND REPORT ARE IN ANY WAY CONTINGENT UPON THE VALUES REPORTED HEREIN.

THAT I HAVE NO DIRECT OR INDIRECT PRESENT OR CONTEMPLATED FUTURE PERSONAL INTEREST IN SUCH PROPERTY OR IN ANY BENEFIT FROM THE ACQUISITION OF SUCH PROPERTY APPRAISED.

THAT THE CONTENTS HEREIN ARE CONFIDENTIAL IN NATURE, THAT I WILL NOT REVEAL THE FINDINGS AND RESULTS OF SUCH APPRAISAL TO ANYONE OTHER THAN THE PROPER OFFICIALS OF THE STATE HIGHWAY DEPARTMENT OF SAID STATE OR OFFICIALS OF THE FEDERAL HIGHWAY ADMINISTRATION UNTIL AUTHORIZED BY STATE OFFICIALS TO DO SO, OR UNTIL I AM REQUIRED TO DO SO BY DUE PROCESS OF LAW. IT IS CLEARLY UNDERSTOOD BY ME THAT THIS APPRAISAL HAS BEEN REQUESTED BY THE OREGON STATE HIGHWAY DEPARTMENT FOR THE PURPOSES OF NEGOTIATIONS OR CONTEMPLATED OR PENDING LITIGATION TO ACQUIRE THE PROPERTY EVALUATED HEREIN; THAT I WILL PROVIDE SUCH ADDITIONAL APPRAISAL SERVICES AS MAY BE REQUIRED BY THE OREGON STATE HIGHWAY DEPARTMENT IN THE VALUATION OF THIS PROPERTY; AND, IF CALLED UPON TO DO SO, I WILL DEFEND THIS APPRAISAL IN COURT.

THAT THE CONCLUSION SET FORTH IN THIS APPRAISAL IS MY INDEPENDENT OPINION OF THE VALUE OF THE PROPERTY AS OF THE ** 6th DAY OF Nov. 1969, AND THAT SUCH CONCLUSION WAS REACHED WITHOUT COLLABORATION OR DIRECTION AS TO VALUE.

WITNESS

M O Gainer
SIGNATURE

IN WITNESS WHEREOF, THE SAID M. O. Gainer HAS HEREUNTO SET HIS HAND AND SEAL.

SUBSCRIBED AND SWORN TO BEFORE ME THIS 10 DAY OF March 1970.

Elmer F. Koch
NOTARY PUBLIC

SEAL

MY COMMISSION EXPIRES October 3, 1971.

---

*(THE DATE (OR DATES) TO BE SHOWN IN THE FIRST PROVISION OF THE AFFIDAVIT IS THE DATE (OR DATES) THAT THE APPRAISER INSPECTED THE PROPERTY THAT HE WAS APPRAISING AND THE COMPARABLES.

**THE DATE IN THE PROVISION IMMEDIATELY PRECEDING THE SIGNATURE IS THE DATE AS OF

THAT ON 6/14, 11/6/69 and various other (DATE) (S), I PERSONALLY INSPECTED IN THE FIELD THE PROPERTY HEREIN APPRAISED AND THE COMPARABLES RELIED UPON IN MAKING SAID APPRAISAL AND THEY WERE AS REPRESENTED BY THE PHOTOGRAPHS CONTAINED IN SAID APPRAISAL.

THAT TO THE BEST OF MY KNOWLEDGE AND BELIEF THE STATEMENTS CONTAINED IN THE APPRAISAL HEREINABOVE SET FORTH ARE TRUE, AND THE INFORMATION UPON WHICH THE OPINIONS EXPRESSED HEREIN ARE BASED IS CORRECT; SUBJECT TO THE LIMITING CONDITIONS HEREIN SET FORTH.

THAT I UNDERSTAND THAT SUCH APPRAISAL IS TO BE USED IN CONNECTION WITH THE ACQUISITION OF RIGHT OF WAY FOR A HIGHWAY TO BE CONSTRUCTED BY THE STATE OF OREGON WITH THE ASSISTANCE OF FEDERAL-AID HIGHWAY FUNDS, AND THAT TO THE BEST OF MY KNOWLEDGE, SUCH APPRAISAL HAS BEEN MADE IN CONFORMITY WITH THE APPROPRIATE STATE LAWS, REGULATIONS, AND POLICIES AND PROCEDURES APPLICABLE TO APPRAISAL OF RIGHT OF WAY FOR SUCH PURPOSES, AND THAT TO THE BEST OF MY KNOWLEDGE, NO PORTION OF THE VALUE ASSIGNED TO SUCH PROPERTY CONSISTS OF ITEMS WHICH ARE NONCOMPENSABLE UNDER THE ESTABLISHED LAW OF SAID STATE.

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THAT THE CONCLUSION SET FORTH IN THIS APPRAISAL IS MY INDEPENDENT OPINION OF THE VALUE OF THE PROPERTY AS OF THE ** 6th DAY OF Nov. 1969, AND THAT SUCH CONCLUSION WAS REACHED WITHOUT COLLABORATION OR DIRECTION AS TO VALUE.

M O Gainer

WITNESS

SIGNATURE

IN WITNESS WHEREOF, THE SAID M. O. Gainer HAS HEREUNTO SET HIS HAND AND SEAL.

SUBSCRIBED AND SWORN TO BEFORE ME THIS 10 DAY OF March 1970.

Ann F. Koch

NOTARY PUBLIC

SEAL

MY COMMISSION EXPIRES October 3, 1971.

---

*(THE DATE (OR DATES) TO BE SHOWN IN THE FIRST PROVISION OF THE AFFIDAVIT IS THE DATE (OR DATES) THAT THE APPRAISER INSPECTED THE PROPERTY THAT HE WAS APPRAISING AND THE COMPARABLES.

**THE DATE IN THE PROVISION IMMEDIATELY PRECEDING THE SIGNATURE IS THE DATE AS OF WHICH THE VALUATION WAS MADE.

***THE DATE FOLLOWING THE SIGNATURE IS THE DATE THE AFFIDAVIT IS EXECUTED.)

FORM NO. E-738
REV. 5-5-69

FILE NO. 43147

40. DESCRIPTION OF THE TAKING

The taking is a strip of land about 17 feet in width which extends from a point about 20 feet inside the property line (the difference due to the angular line of right of way across the property), the total area of the taking being 3,500 square feet. Utilizing the building plans provided by the State Highway Dept. it is estimated by scaling that about 1,204 square feet of the sales display area, store front and sign pylon is included in the taking. Also taken is about 1,360 square feet of blacktop surfacing, the ornamental fence and the landscaping. Signs within the taking are described under separate report previously submitted by Portland Sign & Neon Co.

In the following apportionment of the taking, consideration has been given to the structural areas being acquired. For example, the store front is of greater value than the average value of the sales display and office areas or the average value of the building as a whole, and thus is calculated as to its depreciated value based upon the replacement cost new rather than by assigning an average per square foot value to the building area taken. Similarily, the sign pylon depreciated value has been calculated and assigned to the taking. After extracting $1,351 for site improvements from the depreciated value of the taking of $31,200 derived from the Camplan Cost Study and subtraction of the store front and sign pylon values, an amount of $15,323 is found to be applicable to the building area taken. The total of the building items taken is thus found to be $29,849 consisting of 1,144 feet of building at $15,323, $11,226 for store front and $3,300 for sign pylon.

TOTAL VALUE OF THE TAKING IS ALLOCATED AS FOLLOWS:

41. LAND:

	LAND CLASS.	AREA	UNIT		UNIT PRICE	
1.	Comm/Ind.	3500	(==) (SQ.FT.)	AT	$ 2.25	$ 7,875
2.			(AC) (SQ.FT.)	AT	$	$
3.			(AC) (SQ.FT.)	AT	$	$
4.			(AC) (SQ.FT.)	AT	$	$
5.			(AC) (SQ.FT.)	AT	$	$
6.			(AC) (SQ.FT.)	AT	$	$
	TOTAL FOR LAND					$ 7,875

42. IMPROVEMENTS IN TAKING:

1.	Store front & sales display area, sign pylon	$ 29,849	
2.	Site improvements	$ 1,351	
3.	Signs	$ 6,250	
4.		$	$ 37,450

43. TOTAL FOR LAND AND IMPROVEMENTS $ 45,325

44. DAMAGES TO REMAINING LAND:

LAND CLASS.	AREA	UNIT		UNIT PRICE	
		(AC) (SQ.FT.)	AT	$	$
		(AC) (SQ.FT.)	AT	$	$
		(AC) (SQ.FT.)	AT	$	$

45. DAMAGES TO REMAINING OR PARTIALLY TAKEN IMPROVEMENTS:

REMAINING	$	
PARTIALLY TAKEN Sales display & office areas	$ 84,485	
DAMAGES TO LANDSCAPING	$	
DAMAGES, OTHER	$	
		$ 84,475

46. TOTAL DAMAGES Rounded to $ 84,475

47. SPECIAL BENEFITS $

48. NET TOTAL DAMAGES (TOTAL DAMAGES MINUS SPECIAL BENEFITS) $ 84,475

3,500 square feet. Utilizing the building plans provided by the State Highway Dept. it is estimated by scaling that about 1,204 square feet of the sales display area, store front and sign pylon is included in the taking. Also taken is about 1,360 square feet of blacktop surfacing, the ornamental fence and the landscaping. Signs within the taking are described under separate report previously submitted by Portland Sign & Neon Co.

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TOTAL VALUE OF THE TAKING IS ALLOCATED AS FOLLOWS:

41. LAND:

	LAND CLASS.	AREA	UNIT	UNIT PRICE	
1.	Comm/Ind.	3500	(==) (SQ.FT.)	AT $ 2.25	$ 7,875
2.			(AC) (SQ.FT.)	AT $	$
3.			(AC) (SQ.FT.)	AT $	$
4.			(AC) (SQ.FT.)	AT $	$
5.			(AC) (SQ.FT.)	AT $	$
6.			(AC) (SQ.FT.)	AT $	$

TOTAL FOR LAND ---------- $ 7,875

42. IMPROVEMENTS IN TAKING:

1. Store front & sales display area, sign pylon	$ 29,849	
2. Site improvements	$ 1,351	
3. Signs	$ 6,250	
4.	$	$ 37,450

43. TOTAL FOR LAND AND IMPROVEMENTS ---------- $ 45,325

44. DAMAGES TO REMAINING LAND:

LAND CLASS.	AREA	UNIT	UNIT PRICE	
		(AC) (SQ.FT.)	AT $	$
		(AC) (SQ.FT.)	AT $	$
		(AC) (SQ.FT.)	AT $	$

45. DAMAGES TO REMAINING OR PARTIALLY TAKEN IMPROVEMENTS:

REMAINING	$	
PARTIALLY TAKEN Sales display & office areas	$ 84,485	
DAMAGES TO LANDSCAPING	$	
DAMAGES, OTHER	$	
		$ 84,475

46. TOTAL DAMAGES · Rounded to
47. SPECIAL BENEFITS $
48. NET TOTAL DAMAGES (TOTAL DAMAGES MINUS SPECIAL BENEFITS) $ 84,475
49. JUST COMPENSATION $ 129,800
50. ALLOWANCE FOR FENCING R/W: ____ (RDS) (FT) AT $ ____ PER UNIT $ ____

Value before Taking:		
Land, 64,353 Sq. ft. @ $2.25SF =		$144,794
Improvements:		
Display & offices areas	$131,460	
Shop, warehouse, boiler room	108,900	
Site improvements	5,112	
Signs taken	6,250	251,722
Total indicated value		$396,516
Rounded to		$396,500
Value after Taking:		
Land, 60,853 Sq. ft. @ $2.25SF =		$136,919
Building improvements		126,026
Site improvements		3,761
Total Indicated value		$266,706
Rounded to		$266,700
Value, The Taking:		$129,800

File # 43147

SE McLoughlin Blvd

178.22

131.91

128

OFFICE

TAKING

110

53.85'

56.18

60

PARTS

71

146

46

25'

75.35

100

SHED

75'

50

100

146

BOILER

SHED

100

100

200

SE 19th Ave.

SE 20th Ave

N

SE INSLEY

Area of TAKING 3500 SQ FT

SHLIN. BLVD

178.22

131.91

128

OFFICE

TAKING

110

53.85

PARTS

50.18

LO

71

146

46

25

75.25

N

SHOP

100

SE 20TH AVE

50

TIBBETTS.

75

100

15.5

BO.46

54.0

100

100

200

SE INSley

Area of TAKING	3500	Sq Ft
" " Remainder	60853	"
TOTAL Land	64353	"

AMBROSE, GIVENS AND PROFITT
Real Estate Appraisers and Counselors
1704 N. E. 35th AVENUE
PORTLAND, OREGON 97212
Telephone: 288-5921

N. A. AMBROSE, S.R.A.
R. C. GIVENS, M.A.I., S.R.A.
R. O. PROFITT, M.A.I.

March 10, 1970

Oregon State Highway Dept.
Metropolitan Section
5821 N. E. Glisan
Portland, Oregon 97213

Re: File No. 43147 - Hyster

Attention: Mr. John Castricano
District Appraiser

Dear Sir:

The interest rate, used in the Income Approach, was determined from the market. Several sales of this type of property were examined.

Further substantiation was obtained from investors who build and lease this type of property as an investment.

Mr. Haines, owner of Haines Construction Company and Haines Industrial Park, has recently completed a familility for the Air-Mac Company. It is located at 1935 N. E. Columbia Blvd. This property was leased, by Mr. Haines, who states that he expects to net between 8% and 9% on his investment.

The Halton Tractor Pension Fund has invested large sums of money in the physical plant of the Halton Tractor Company. They consider 8% as the expected net return. Our office assited in determining the economic rent for this facility.

The First National Bank, Trustee, for the property located on the southwest corner of N. E. 82nd and Killingsworth, lease this property and expect a return of about 8.5%. This property is comparable to subject.

Conctractos, Inc., 4110 N. E. Columbia Blvd. build and lease comparable properties. They indicate that 8% net is the expected return.

If more information is required, please let me know.

Sincerely,

Ren O. Profitt

Ren O. Profitt

RP/dm

March 7, 1970

Oregon State Highway Department
Appraisal Supervisor
Room 10, State Highway Building
Salem, Oregon, 97310

File No. 43147- Hyster
Ross Island Bridge-S.E.Roadway
Pacific Highway East
Multnomah County

Gentlemen:

Complying with your letter order of February 26, 1970, we have rearranged our estimates to provide a single estimate of the cost of cutting the building along the right of way line and replacing the wall and pylon as if performed in one operation or contract:

Permits	$ 701
JBb overhead &supervision	3,149
Temporary dust screen	2,180
Carpentry	15,935
Demolition & Excavation	10,362
Plumbing & Heating	6,833
Electrical	520
Concrete	7,733
Rebuild trusses	972
Iron & Steel	3,886
Acoustical Tile	2,656
Plans & Engineering	1,250
Roofing & Sheetmetal	2,744
Stucco	2,342
Glass & Glazing	12,410
Quarry Tile	405
Caulking	175
Painting	1,390
Patch Paving	150
New Pylon	6,000
	$ 81,928
Overhead & Profit	8,183
TOTAL ESTIMATE	$ 90,011

The above estimate does not concern itself with depreciation.

When you phoned, we were told to disregard par 2 of your letter.

CAMPLAN, INC.

Ken Story

RECEIVED
JUN 30 1970
FOR FILING

U-168(24)
7463

June 29, 1970

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street N.E.
Salem, Oregon

Dear Sir:

Complete P.S.& E. documents have been submitted to your department for each of the following federal-aid projects, and accordingly we are requesting your authorization to advertise for bids to be received on July 23, 1970.

I-5-4(68)235	Talbot Road-N. Albany Interchange Section
I-5-5(47)233	Hubbard Interchange Section
I-205-7(19)280	Tualatin River-Pacific Hwy. Section
F-102(13)	Gap-Tygh Grade Summit Section
U-168(24)	Ross Island Br.-S.E. Reedway St. Section
T-5010(1)	Pacific Hwy. at Roosevelt Blvd. Section
T-5010(2)	Pacific Hwy. at Prairie Road Section

Compliance with paragraph 16 of PPM 21-6.3 has been met concerning product selection, the plans conform to IM 20-1-67 pertaining to flood plain data, the proposal contains a certification conforming to IM 20-2-68 in regard to nonsegregated facilities, and the special provisions contain the latest requirements for equal employment opportunity as per IM 40-2-69.

In compliancy with IM 21-5-63, the Fish and Game Commissions have approved the data and did not recommend that any special measure should be taken other than a normal amount of precaution to protect their interests. There are no special measures planned as project expenditures for fish and wildlife protection on these projects.

In compliance with Mr. Whitton's circular memorandum of May 25, 1964, concerning the protection or improvement of parks and other outdoor recreational and historical resources, there have been no objections or suggestions made regarding the projects.

We are forwarding right of way and utility-railroad status reports which contain proper certifications as required by PPM 21-12 and IM 80-1-68.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

DAR:ia

RECEIVED
JUN 25 1970
FOR FILING

Mr. Kleabol

11-1-68(-4)
7463

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem 97310
June 24, 1970

To: Mr. L. H. Young
Program and Planning
Engineer

SUBJECT: Right of Way Status
FAU Project
July 23, 1970, Bid Opening

B U I L D I N G

I certify that to the best of my knowledge the following statement is correct with regard to the right of way for the above project scheduled for contracting on the above date.

On the following project, all rights of way, or rights of entry are acquired with the exception of the files listed following the name of the project:

Ross Island Br.-SE Reedway St. Sec., Pacific Hwy. E.,
Multnomah County
Grade, Pave and Sign
43140-Southern Pacific Co., 43141-Krause, 43144-Holzman, 43149-Richey, 43154-Caufield, 43156-Utility Trailers, 43160-City of Portland, 43166-Dominican Homes, 43172-Muirhead, 43173-Reinke, 43174-Waddle, 43175-Waddle, 43189-Schulze, 43190-Madden, 44366-Gibson

We expect to have possession and all rights of entry of these files prior to the date we request Bureau concurrence in the award of the contract.

Relocation advisory assistance has been provided where necessary in accordance with paragraph 3h of PPM 80-5.

Our previously submitted assurances of an adequate relocation assistance program and real property acquisition policy assurances have been fully implemented. All persons and occupants of the right of way within this project have either: relocated to decent, safe, and sanitary housing; obtained the right of possession of adequate replacement housing; been offered by the State decent, safe, and sanitary housing available for immediate occupancy, except for the following:

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STATE HIGHWAY ENGINEER

BP°93479-794

FILE	OCCUPANT	VACATION DATE	
43188	White	6-29-70	Offered housing; declined
43181	West	6-30-70	Obtained housing
43180	Carriger	6-3-70	Offered housing; declined
43176	McClay	6-21-70	Obtained housing
42569	Compton	7-1-70(approx)	Offered housing; declined

This certification does not include right of way, rights of access, or rights of entry that are being purchased from utilities or railroads as part of agreements being handled by the Utilities Section. These will be certified separately by the Utilities Engineer.

John R. Oakes
Assistant Right of Way Engineer

JRO:GZ

cc F. B. Klaboe
V. E. Skoog
T. W. Litchfield
W. H. Haskin
Duane Ridings
Frank Lowe
M. R. Mitchell

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STATE OF OREGON

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

U-168 (34)
7463

June 22, 1970

File No. 43174-Russell Waddle
Ross Idland Bridge-S. E. Reedway
Pacific Highway East

Pre-audit Notification No.
35-70-PIN-20

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
Salem, Oregon 97310

Dear Sir:

Reference is made to your Memo dated April 13, 1970, concerning the above numbered file.

In answer to paragraph one. Attached hereto is a copy of a letter from Mr. Draper explaining his position in connection with the remodeling of the building into an office building.

We concur with Mr. Draper's thinking in this matter. We would be reluctant to provide Mr. Draper with a specific plan or program of remodeling for the simple reason that we would not want to preempt the type of tenant that might be renting the property. We agree that the type of tenant who rents this property would have a considerable bearing on the extent and type of remodeling to be done.

Paragraph two of your Memo. You request a legal opinion as to the legality of the review as it was written by Mr. Smart.

Mr. Lindau, Department of Justice, in his letter states the following, "you inquire if it is legally proper to assume the elder Waddle would sell his property to Russell Waddle.

The answer is No. This may or may not occur and we must offer just compensation based upon the facts as they exist at the time of our taking. I do not feel it is proper to speculate as to what decision the elder Waddle may or may not make respecting the sale of the property."

We accept the opinion as it is written, however, we do not believe that this coincides exactly with the intent of the review appraiser concerning this property. Mr. Smart writes, "it is obvious that with no parking available, and virtually no pedestrian traffic to draw from, subject remainder cannot be continued as a restaurant.

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STATE HIGHWAY ENGINEER

However, these considerations do not reflect the probable reactions of the market. Prior to abandoning use of the existing improvements, a knowledgable owner and/or buyer would attempt to restore the lost parking. It is assumed that because of the nature of the problem, the City would rezone the remainder of the block for commercial use."

Mr. Smart continues in his review by pointing out that there are three lots available in this particular block. The ownership of these lots is unimportant, in spite of the fact that two of them are owned by Mr. Waddle's father and the third is under another ownership. The review itself does not assume that these owners would sell the lots to Mr. Russell Waddle, the owner of the Taco House. The review does say that a knowledgable owner and/or buyer would attempt to restore the lost parking. What the review does assume is that the owner could be made whole if these properties were acquired. This arrangement would not only restore the parking lot but would also eliminate the vast majority of damages to the remaining improvements.

The foregoing arrangement would certainly then be in the best interest of the public and if possible should have been pursued.

Since it has been determined more recently that this arrangement is not acceptable to the owner, it then becomes necessary to write a new review which reflects the conditions as set forth in Mr. Lindas' letter. Such a review has been written by Mr. Smart and a copy is attached hereto.

The foregoing provides the best possible answers to your two questions. Will you therefore please place the amount of $125,000 and Mr. Draper's fee of $1,000, which was declared ineligible, on an eligible basis.

Very truly yours,

D. H. MOEHRING
Right of Way Engineer

John R. Oakes

John R. Oakes
Asst. Right of Way Engineer

CES:jm
encs.

cc: R. L. Porter
F. B. Klaboe
L. H. Young
V. E. Skoog
M. R. Mitchell

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JUN 30 1970
FOR FILING

OREGON STATE HIGHWAY DIVISION

METROPOLITAN SECTION

5821 N.E. GLISAN • PORTLAND, OREGON • 97213 • Phone 235-8911

June 10, 1970

U-168 (24)
7463

Mr. Muirhead
~~ROSS~~ ISLAND SAND & GRAVEL
4129 S. E. McLoughlin Boulevard
Portland, Oregon

Re: Access
Ross Island Sand & Gravel

Dear Mr. Muirhead:

This is to confirm our conversations as of this date concerning access to gravel plant on S. E. McLoughlin Boulevard.

We will be able to provide a 35 foot commercial access at a point approximately opposite of S. E. Center Street. This access will be constructed by our contractor on this project.

An eighty foot opening in the curb at the proposed signal is the maximum width allowable. This opening in the curb can be shifted to provide the maximum service to your facility.

We are not authorized to provide any opening at the southerly end of your property to either the Holgate connection or to southbound S. E. McLoughlin Boulevard itself.

Our Location Engineer will stake the new curb location opposite your shopbuilding accross S. E. 8th Avenue. He will start in the morning, June 10, 1970.

I have discussed our conversations with Mr. Barbee, our Design Engineer. He recommends a meeting with Mr. Klaboe should be arranged as soon as possible.

Our construction plans are being completed at this time. A contract letting is tentatively scheduled for July 23, 1970 for this section of highway. I have been informed by Mr. Barbee that the Department plans to keep this schedule.

A.E. Johnson
Metropolitan Engineer
By: J H Versteeg

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JUN 11 1970
OFFICE OF
STATE HIGHWAY ENGINEER

J.H. Versteeg
Assistant Metropolitan Engineer

JHV:pb
cc: James D. McClure
F.D. Morgan
T.B. Klaboe
David Moehring

NOTED
F. B. KLABOE

RECEIVED
JUN 1 - 1970
FOR FILING

U-168(24)
7463

Salem, Oregon 97310
June 1, 1970

Mr. T. W. Litchfield
Utilities Liaison Engineer
B U I L D I N G

City of Portland Lighting Plan
Ross Island Bridge-S.E. Roadway
Pacific Highway East
Multnomah County

Reference is made to a letter to you from Jack Hesla dated May 15 concerning the City's request for the State Highway Division to install lineal lighting at a cost of $90,000 on this project.

The policy of the State Highway Division is not to pay for the installation of lineal lighting on projects such as this one. The City should therefore be informed that we cannot contribute in this matter.

We will however contribute to the installation of a new lighting system--the cost of moving the existing poles. This cost is estimated to be $15,000. If this is satisfactory with the City, please draw up a proper supplemental agreement to handle the matter.

F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

cc: Tom Edwards
D. J. Barbee
Ivan Merchant
H. S. Cox
A. E. Johnson

FORM S-30 (REV. 10/69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
May 15, 1970

Lighting

To: Mr. T. W. Litchfield
Utility Liaison Engr.
Salem

SUBJECT: City of Portland Lighting Plan
Ross Isl. Br.-S.E. Reedway
Pacific Hwy. East
Multnomah County

Transmitted herewith plans from the City of Portland Lighting Bureau with a letter of transmittal which includes an estimated cost figure of $90,000.

In a telephone conversation with Mr. Maerz he informed me if mercury-vapor lights were used the estimated cost would be considerably reduced. He also advised he would like to have a thorough and serious discussion on this matter.

As you know, the existing State-City agreement for the project does not include provisions for lighting. However, this plan is being submitted for review and consideration as the City feels lighting of the project is essential. Inasmuch as any disturbance to the existing lighting is reimbursible the Highway Division may elect to participate in the costs for this plan.

Duane Christenson has requested a copy of these plans for review, so please allow him to study the plans and comment.

Jack Hesla

Jack Hesla
Field Utilities Liaison Engineer

JH:lh
Enc
cc: A. E. Johnson

cc: Duane Christenson
w/plans 5-19-70

SP°82475-724

MARK A. (BUCK) GRAYSON
COMMISSIONER
DEPARTMENT OF PUBLIC UTILITIES

BUREAU OF LIGHTING
UTILITY RATES AND USE

S. J. MAERZ, DIRECTOR
CHARLES K. COCHRAN
SUPERVISOR OF POWER USE

CITY OF PORTLAND
OREGON

May 15, 1970

Mr. Jack Hesla
Field Utilities Liaison Engineer
5812 Northeast Glisan Street
Portland, Oregon 97213

Preliminary Estimate and Plans
Ross Island Bridge S.E. Reedway
Pacific Highway East Multnomah
County

Dear Mr. Hesla:

In accordance with your request herewith is submitted a preliminary estimate of lighting the above subject street in connection with underway and realignment by the Oregon State Highway Department.

Giving consideration to use of 126-400 watt lucalox lights on both sides of the 97' wide right of way, the estimated cost would total $90,000.

This estimate of course can not remain effective if any other type of lighting or style is considered.

At any time you may wish to discuss this matter at greater length, please let me know.

Yours very truly,

S. J. Maerz
Director, Bureau of Lighting
& Utility Rates and Use

SJM/or

cc: Duane Christenson
5-19-70

Approx 150 c's staggered on entire project

Form E-49—39M

OREGON STATE HIGHWAY DEPARTMENT

TABULATION SHEET

SHEET ..... OF ..... SHEETS

Ross Island Bridge - S.E. Reedway Section
Pacific Hwy East
Multnomah Co.

	Move	Marginal	O.K.
Light Poles (O.L.P.)	𝍸	𝍸	𝍸
	𝍸	/	
	𝍸		
	𝍸		
	𝍸		
	𝍸		
	/		
	31	6	5

Moving Est. $15,000

Plan-ale 120

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OREGON STATE HIGHWAY DIVISION

U-168(24)
7463

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

May 28, 1970

Portland Traction Company
1800 S. E. Water Avenue
Portland, Oregon 97214

ATTENTION: Mr. F. V. Schlaf

Re: Holgate Sewer Outfall
Ross Island Bridge-S. E. Reedway Sec.
Pacific Highway East
Multnomah County

NOTED
F.B. KLABOE

Gentlemen:

Herewith you will find six (6) prints of a 1" = 50' map and profile along with Sheets 6A and 10 of the preliminary plans of the above captioned section.

On these drawings is shown the Holgate Sewer Outfall which must be constructed as a portion of this project. This will cross under your tracks at Railroad Station 114+49 at a depth of approximately 12 feet below base of rail. We propose to use 15-inch metal corrugated pipe, 14 gauge, with a paved invert. The installation beneath your tracks will be accomplished by tunneling, jacking or any other method approved by the Railroad. The work will be performed by our contractor, who will be required to provide Railroad protective insurance in the usual manner.

Bids for this project will be opened by the Oregon State Highway Commission on July 23, 1970. We would appreciate your review and comment on this proposed installation as soon as possible so that any changes you may require may be incorporated into the final construction plans.

The map and profile shows a proposed easement 20 feet wide across your property. If you are not willing to grant an easement for this purpose, the usual pipe permit will be acceptable. Your cooperation in helping us meet our construction schedule will be sincerely appreciated.

Very truly yours,

F.D. Morgan
Construction Engineer

By: ORIGINAL SIGNED BY
T. W. LITCHFIELD

T.W. Litchfield
Utilities Liaison Engineer

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MAY 28 1970
OFFICE OF
STATE HIGHWAY ENGINEER

TWL:ss
cc: F. B. Klaboe
D. J. Barbee
A. E. Johnson
Jack Hesla

Enclosure

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MAY 11 1970
FOR FILING

U-168(24)
7463

May 7, 1970

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon 97301

Dear Sir:

We are submitting program data for one Federal-Aid Urban Project, Item 159, Project No. U-168(24), Ross Island Bridge-S.E. Roseburg Street Section, which we desire to have included in the Federal-Aid Urban Highway Program.

A copy of the State and District Clearinghouse approvals are enclosed.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

RNC:bb

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

5-7-70

FEDERAL-AID P
(PPM

| | | |

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

5-7-70

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
	ADT	40,000	62,000	90	08	Oregon	35	032	159

SUFV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
					U-	168(24)			

COUNTY NAME: Multnomah — CODE: 051

PROGRAM STAGE: [ ] 1 OR [X] 2

ROUTE NO.	FEDERAL-AID	STATE	U.S.
p	26	1E	99E

MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK *(Full description)*
					Gr., dr. 6-12' lanes H.T. pave., curb section with 4' median and 10' shoulders, traffic signal and illumination revisions.
					ROW-120' Min.; Access Control-Partial; Park Restrictions-Complete.
1.80	1,500,000	952,000	548,000		
1.80	1,500,000	952,000	548,000		

REMARKS

Additional Data: Item 156, Project U-168(23).

USCOMM DUSCOMM-DC 46905-P61

REMARKS - Continued

The project consists of grade and drain, construction of 6-12' lanes AC pavement, Type Code 6203, with 4' median and 10' shoulders (curb section), revision of traffic signals and illumination. Included in the project is the necessary Utility adjustments.

State Clearinghouse Approval: March 5, 1970

District Clearinghouse (CRAG) Approved: April 17, 1970

Public Hearing Held: July 18, 1967

Design Approval Granted: March 10, 1969 under R/W Project U-168(23)

For CRAG Section 204 review furnished under Project U-168(23).

MAY 6 1970

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
May 6, 1970

U-168(24)
7463

SUBJECT:

To: MEMO TO THE FILE

At 9:00 a.m., Friday, May 1, Mr. Barbee and I met with Mr. Muirhead and Mr. Dezendorf representing the Ross Island Sand and Gravel Company on the Ross Island-Reedway Section of 99E.

The point of discussion evolved around service that will be afforded their Company after this section has been completed. We had advised them that we would put in a refuge lane and signal system integrated with the existing computerized system to serve one access point to their property. This would be in lieu of constructing a physical barrier down the middle of the new facility.

We also advised them that our estimates for the cost of constructing this refuge lane, including the signal and the necessary pavement widening, amounted to about $61,000. Mr. Muirhead had stated that his Company was willing to pay $40,000 toward this construction feature and I advised him that I would recommend that the Commission accept this payment and proceed with the design on the basis of our preliminary layout.

The actual positioning of the approach and the signals to serve it will be determined by a field inspection of some of his 100+-foot rigs. Mr. Barbee will handle this matter directly with the field and establish the position.

Mr. Barbee will also present to Mr. Lindas the necessary information concerning this matter so that Mr. Lindas can draw up an agreement with the Company relieving us of any further liability for the proposed procedure.

One other matter was also discussed and agreed upon at this meeting and that was the matter of a narrow approach that they now have for employees near the north end of their facility. We agreed that we could leave this approach in for southbound ingress and egress only.

After Mr. Lindas has made a draft of the agreement, I would like to study it before it is finalized.

F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

cc: Forrest Cooper
R. L. Porter
L. I. Lindas
D. J. Barbee

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MAR 24 1970
FOR FILING
Court
216
Page 2
4

March 23, 1970

Mr. James C. Dezendorf
McColloch, Dezendorf, Spears & Lubersky
Attorneys at Law
800 Pacific Building
Portland, Oregon 97204

Dear Mr. Dezendorf:

Re: Ross Island Bridge-Roadway Section
Pacific Highway East, Multnomah County

Attached is a sketch map depicting a possible left-turn refuge to provide access to and from the Ross Island Sand and Gravel Company property. This plan will require the widening of our proposed median from four feet to sixteen feet. This has been estimated to cost approximately $11,000 to construct, plus a computerized traffic signal to tie into the signal at Holgate costing $40,000, and additional right-of-way for the widening amounting to about $10,000. This makes a total additional cost for the revision of $61,000. As previously discussed with you, we would expect the Ross Island Sand and Gravel Company to pay this cost.

If this plan meets with your approval, we will be glad to set up a meeting to discuss the particulars involved. Please notify us of your desires on this matter.

Very truly yours,

Forrest Cooper
State Highway Engineer

DNS:jp sr

By

F. B. Klaboe
Assistant State Highway Engineer

Attachment

cc: Forrest Cooper
R. L. Porter
V. D. Wolfe
D. J. Barbee
F. B. Crandall (Attn: L. E. George/att.)
A. E. Johnson/att.

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JAN 15 1970

Cover
Mtd
Pac E

Space

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
January 14, 1970

To: MEMO TO THE FILES

SUBJECT:

On January 12 James C. Dezendorf, Attorney, and W. H. Muirhead, representing the Ross Island Sand and Gravel Company, met with D. J. Barbee and me to discuss the possible solutions to their problem of access to McLoughlin Boulevard on the Ross Island Bridge-S. E. Reedway Section of the Pacific Highway.

I advised them that our preliminary plans call for the construction of a concrete median in front of the Ross Island Sand and Gravel Company and this, of course, would not allow them to make direct movements to and from the highway in all directions. They naturally objected to this treatment feeling that it "would put the company out of business".

It was suggested that we consider the installation of a traffic signal for the necessary movements to and from the company. I told them that I would look into this and, if it was feasible, I would advise them the cost of the traffic signal plus the necessary refuge lane that would be required in connection with it. I further advised them that if such a scheme were feasible, it would be necessary for them to pay for the cost of instituting it.

Mr. Barbee has been instructed to prepare the required estimates and transmit them to me at an early date.

F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

cc: Forrest Cooper
R. L. Porter
D. J. Barbee

RECEIVED
MAR 8 - 1963
FOR FILING

Salem, Oregon
March 7, 1963

Mr. A. E. Johnson
Division Engineer
State Highway Department
P. O. Box 4699, Sellwood Station
Portland 2, Oregon

Attached find my reply to Mr. Calloway of the Rose Island Sand and Gravel Company.

I wish you would again go over this plan to determine if something resembling of the original plan could be achieved at somewhat of a reduction in cost in order that it may come within the range of what the Rose Island Sand and Gravel Company is willing to pay.

Please discuss further with Mr. Weller the possibility of removing parking between Bain and Reynolds even over the objection of the owner of the property between Bain and Cora.

Tom Edwards
Assistant State Highway Engineer

TE:jw

Attachment

cc Forrest Cooper
R. L. Porter
F. S. Grendell
D. D. Rutherford
R. D. Conklin

March 7, 1963

Mr. V. H. Galloway
Vice President - Sales
Rose Island Sand and Gravel Company
4129 S. E. Holoughlin Boulevard
Portland 2, Oregon

Dear Mr. Galloway:

Your letter to Mr. Johnson under date of February 25 concerning your problem at the entrance to your plant has been referred to my desk. Two problems present themselves in correcting the situation of ingress and egress.

The first problem stems from the law as set forth under ORS 374.305 which stipulates that no firm or corporation may construct any facility or any approach facility or appurtenance without permission of the Highway Commission and ORS 374.315 which stipulates that all construction shall be at the expense of the applicant.

The second phase of the problem is that of the necessary space required for left-turn refuge. It is my understanding that removal of parking to provide this space is being strenuously opposed by the owner of the property on the other side of the street. Control of the parking is, of course, under jurisdiction of the City.

It is my belief that the original plan of the left-turn refuge as proposed would be the most satisfactory. It is also my belief that the installation of a manually controlled traffic light would create a serious traffic hazard and result in an accident rate which could not be tolerated. I will ask Mr. Johnson to again contact you to determine if a compromise of some sort can be worked out which will achieve the desired results without increasing the traffic hazard.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
F. B. Crandall
A. E. Johnson
D. D. Roarbough
R. D. Conklin

TE:jw

FORM S-30 REV 5-62 40000

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem 10, Oregon
March 6, 1963

SUBJECT: Access to Ross Island Sand & Gravel Co.
McLaughlin Blvd. (US99E)
Portland

To:
Tom Edwards
Ass't. Highway Engineer
O F F I C E

As requested,there is attached a copy of the straight line chart for the Pacific Highway East showing existing traffic signals between Burnside Street and Milwaukie.

It might be mentioned in regard to the channelization-signalization project for the Ross Island Sand and Gravel Company, that in previous arrangements with other property owners, the property owner in those instances such as the Clackamas Development Company at the northerly edge of Oregon City, has been required to pay for all costs incident to channelization and signalization to the access of his property. Similar arrangements were worked out with three establishments on 82nd Avenue (Cascade Hwy.) in the city of Portland.

J. A. Head
Assistant Traffic Engineer

VPJ:pk
Attachment

RECEIVED
MAR 7 1963
OFFICE OF
STATE HIGHWAY ENGINEER

PULP
M.P. 15.18

COALCA STA.
M.P. 17.10

NEW ERA
M.P. 17.95

S.P. Co.

17.81 New Era Rd.(Co.)
17.87 Parrot Creek
17.95 Leland Road (Co.)

18.41 OSHD Traffic Scale
18.50 County Road

Co.Rd. {Geo.Brown Rd.(Lt.) / Territorial Rd.(Rt.)} 19.35

20.23 Garden Road (Co.)
20.28 County Road
20.39 S.P.Co.(Molalla Br.)
20.46 U-Xing, Molalla Forest Rd.
20.47 S.P.Co.(Molalla Spur)
20.560 East City Limits
20.62 Fairgrounds Road (Co.)

20.92 Locust St.

21.14 Jct. CANBY-MARQUAM HWY. #170 (Molalla St.)

21.42 Elm St.
21.59 County Road
21.80 County Road

22.00 Begin Bridge
22.04 S.C.L.-MOLALLA RIVER
22.11 End Bridge

22.58 North City Limits (Rt.)

22.74 Walnut St.(Pub.)
22.90 S.C.L. {Barlow-Monitor Rd.(Co.-Lt.) / Irving St.(Co.-Rt.)}

CANBY
Railroad Ave.
BARLOW
S.P. Co.
Q3
WILLAMETTE

S.E. McLaughlin Blvd.
PORTLAND
S.E. Union Ave.

=0.00 COL. RIV. HWY. #2W
Ankeny
Stark
Taylor
Clay
Port. Tract. 2.82

0.39 U-Xing 0.39N-SE Morrison St
0.44 U-Xing S.E. Belmont Street
0.69 U-Xing S.E. Madison St
0.74 U-Xing 0.74N-SE Hawthorne Blvd
=0.99N End 1-Way Couplet S.E. Stephens St.
0.94 Begin O-Xing
1.00 S.P. Co. Main Line
1.05
1.25 S.E. Division St.
1.31 End O-Xing
1.48 U-Xing, MT. HOOD HWY. #26 Ross Island Br.
1.59 Partial Viaduct

2.32 S.E. Holgate Blvd.
2.62 U-Xing, S.E. Milwaukie Ave.
2.72 S.E. 17th Avenue
Harold St.
2.97 Begin Raised Divide

3.51 Crystal Springs Creek
3.65 Glenwood St.
3.70 U-Xing, S.E. Bybee Blvd.

4.36 S.E. Tacoma St. (Co.)
4.41 Johnson Creek
4.59 SCL(Ptld)-NCL(Milw) MULTNOMAH CO. / CLACKAMAS CO.
4.68 U-Xing, P.T. Co.
4.75 Moore Avenue(Co.)
4.78 Pub. Rd.-Stubb St.(Lt.)Ochoco Ave. (Rt.)
4.83 Milport Rd.-City Limits
4.87 OSHD Maintenance Station

5.19 Milport Road
5.36 End Frontage Road

5.65 River Rd.(Co.)-City Limits

5.83 Monroe Street
5.88 Jct. CLACKAMAS HWY. #171
5.97 Kellogg Lake
6.16 U-Xing, S.P. Co. (Tillamook Br.)
6.21 River Road (Co.-Rt.) / S.C.L.-Leave Urban Area
6.30 2nd. St.(Co.)
6.36 17th Ave.(Co.)
6.52 Begin P.C.Conc.Pvm't.(N.Bnd.)
6.57 10th Ave.(Co.-Rt.)
6.69 Lakewood Place (Pub.)
6.82 Lakewood Place (Pub.)
6.87 Creek Park Ave.(Co.)

7.04 Silver Springs Rd.(Pub.)
7.10 Begin P. C. Conc. Pvm't.(S.Bnd.)

7.33 Holly Ave.(Co.)
7.41 Courtney Rd. (Co.)
7.58 Chestnut St.(Co.)
7.70 Maple St. (Co.)

7.88 Oak Avenue (Co.)

8.21 Risley Ave. (Co.)
8.42 Concord Rd. (Co.)

5.97 P.T. Co.

=0.00N {Jct.SANDY BLVD Hwy.#59(Lt.) / Jct.COL.RIV.HY#2W(Rt.)}

● Existing Traffic Signals (Burnside to Milwaukie)

ENLARGEMENT
X6.0
X6.02
Jct.PAC.HWY.#1(NP X6.18)
X5.97N-Jct.Hwy.#1(SE Bnd.)
X5.93N-O-Xing Dem'r-Sel'ft

Note:
Mile points prefixed with "X" denote negative mileage.(North from M.P. 0.00 at E. Burnside)

PACIFIC HIGHWAY EAST No. 1E

SHEET 1 of 2

Revised SEPTEMBER 1959 OCTOBER 1960

BARLOW

21.80	County Rds.
22.00	Begin Bridge
22.04	S.C.L.–MOLALLA RIVER
22.11	End Bridge
22.58	North City Limits (Rt.)
22.74	Walnut St.(Pub.)
22.90	S.C.L. – Barlow–Monitor Rd.(Co.–Lt.) / Irving St.(Co.–Rt.)
23.61	Begin Climbing Lane (Rt.)
23.65	ACBC
24.00	Begin Climbing Lane (Lt.)
24.17	End Climbing Lane (Rt.)
24.24	Road (Pub.)
24.50	Lone Elder Rd.(Co.–Lt.)(Pub.–Rt.)
24.55	Johnson Rd.(Co.)
24.57	End Climbing Lane
24.58	Begin Bridge
24.67	Pudding River
24.71	End Bridge
24.81	Relief Channel
24.83	East City Limits
25.01	Main St.(Co.–Rt.)
25.30	Bob's Avenue
25.56	South City Limits

Cl. Lane — JENNINGS LODGE — W.P.D. 9.80

CLACKAMAS CO. / MARION CO

AURORA

26.88	Old Stage Rd.(Co.)
27.09	27.09N–Begin Interchange
27.26	O–Xing, Hwy. #51
27.47N	Jct. Hwy.#51 (N.Bnd.)
27.54	Jct. S.Bnd. WILSONVILLE–HUBBARD HWY. #51
27.74	27.73N–End Interchange
27.91	Stauffer Rd. (Co.)
28.18	OSHD Traffic Scales

27.07 — 27.71

28.86	North City Limits
29.11	"A" St.
29.26	"D" St. (Co.)
29.41	"G" St. (Co.)
29.54	"J" St. (Co.)
29.72	South City Limits
29.80	County Rd.
	County Rd.

HUBBARD

30

GLADSTONE

7.04	Silver Springs Rd.(Pub.)
7.10	Begin P. C. Conc. Pvm't.(S.Bnd.)
7.33	Holly Ave.(Co.)
7.41	Courtney Rd. (Co.)
7.58	Chestnut St.(Co.)
7.70	Maple St. (Co.)
7.88	Oak Avenue (Co.)
8.21	Risley Ave. (Co.)
8.42	Concord Rd. (Co.)
8.75	Vineyard Rd. (Co.)
8.99	Naef Rd. (Co.)
9.22	Rothe Rd.(Co.)
9.40	Ina Ave.(Pub.)
9.51	Boardman Ave. (Co.)
9.80	Jennings Ave.(Co.) & P.T. Co. Gr. X–ing
9.97	Hull Ave. (Co.)
10.14	Meldrum Ave (Co.)
	Mildred Ave. (Co.)
10.30	Glen Echo Ave.(Co. City Limits (Lt.)
10.51	City Limits (Rt.)
10.57	Creek
10.58	City Limits (Lt.)
10.63	City Limits (Rt.)
10.67	North City Limits
11.02	Arlington St.(Lt.)
11.05	River Rd.(Rt.–Co.)
11.12	South City Limits
11.20	Begin Bridge
11.24	CLACKAMAS RIVER
11.26	N.C.L.–Enter Urban Area
11.38	End Bridge
11.48	Relief Channel
	Rd.–to Clackamas River Park
11.72	Begin Raised Divider
11.79	Abernethy Creek
11.95	14th St. (Conn.to Hwy.#160)
12.00	Begin Jiggle Bars
12.22	Water St.Partial Viaduct
12.29	Water St. Viaduct
12.39	U–Xing, Hwy.#3
12.56	Jct.OSWEGO HWY.#3(Main St.)
12.62	U–Xing, S.P.Co.(M.L.) (P.T.Co.)
12.84	U–Xing, Foot Bridge
13.04	Begin Asphaltic Conc. Pvm't.
13.44	Hedges St.
13.69	OSHD Maintenance Sta.(Canemah)
13.75	S.C.L. – Leave Urban Area
13.89	Partial Viaduct

Water St. — 5th St. — 2nd Ave. — OREGON CITY

15

N. E. Union Ave. — PORTLAND

ENLARGEMENT

X6.02	Jct.PAC.HWY.#1(MP X6.18)
	X5.97N–Jct.Hwy.#1(N.Bnd.)
X5.93	X5.93N–O–Xing Denver–Swift
	O–Xing, Hwy.#1(N.Bnd.)
X5.86	X5.86N–Conn. to Hwy.#120(W.Bnd.)
X5.85	X5.85N–End Interchange
X5.83	Conn. to Marine Drive
X5.81	Swift–Union Conn.
X5.75	O–Xing, Frontage Road
X5.71	Connection
X5.30	Connection
X5.14	Connection
X4.87	O–Xing, Frontage Road
X4.78	Jct.VANCOUVER HWY.#122 (S.Bnd.)
X4.73	N.E. Gertz Rd.(Co.)
X4.64	Jct. Hwy.#122 (N.Bnd.)
X4.46	O–Xing, Frontage Road
X4.41	COLUMBIA SLOUGH
X4.05	North City Limits
X4.01	N.E. Columbia Blvd.
X3.86	O–Xing, OWR&N Co.(Kenton Line)
X5.75	N.E. PORTLAND HWY.#123
	N.E. Lombard St.)
X4.01	
X3.25	N.E. Portland Boulevard
X2.75	N.E. Killingsworth Street
X2.50	N.E. Alberta Street
X1.75	N.E. Fremont Street
X1.32	N.E. Knott Street
X0.94	X0.99N – Begin 1–Way Couplet
X0.84	X0.84N (N.E. Hancock)
	N.E. Brdwy
X0.20	O–Xing
	X0.20N – OWR&N Co Hwy.#2W
X0.00	COL.RIV. HY.#2W
X0.00N	Jct.SANDY BLVD Hwy.#99(Lt.) Jct.COL.RIV.HY#2W (Rt.)

PULP
M.P. 15.18

COALCA STA.
M.P. 17.10

NEW ERA
M.P. 17.95

S.P. Co.

17.81 New Era Rd.(Co.)
17.87 Perrot Creek
17.95 Leland Road (Co.)

18.41 OSHD Traffic Scale
18.50 County Road

Co.Rd. {Geo.Brown Rd.(Lt.) / Territorial Rd.(Rt.) 19.35

20

20.23 Garden Road (Co.)
20.28 County Road
20.39 S.P.Co.(Molalla Br.)
20.46 U-Xing, Molalla Forest Rd.
20.47 S.P.CO.(Molalla Spur)
20.56 East City Limits
20.62 Fairgrounds Road (Co.)

20.92 Locust St.

21.14 Jct. CANBY-MARQUAM HWY. #170 (Molalla St.)

21.42 Elm St.
21.59 County Road
21.80 County Road

22.00 Begin Bridge
22.04 S.C.L.-MOLALLA RIVER
22.11 End Bridge

22.58 North City Limits (Rt.)
22.74 Walnut St.(Pub.)
22.90 S.C.L. {Barlow-Monitor Rd.(Co.-Lt.) / Irving St.(Co.-Rt.)

CANBY
Railroad Ave.
BARLOW

S.E. Union Ave.
S.E. McLaughlin Blvd.
PORTLAND

=0.00 COL. RIV. HWY. #2W
Ankeny
Stark
0.39 U-Xing
0.44 U-Xing
Taylor
0.69 U-Xing
0.74 U-Xing
Clay
0.99 Begin O-Xing
1.00 S.P. Co. Main Line
1.05
1.25 S.E. Division St.
1.31 End O-Xing
1.48 U-Xing, MT. HOOD HWY. #26 Ross Island Br.
1.59 Partial Viaduct

Port. Tract. 2.82

2.32 S.E. Holgate Blvd.
2.62 U-Xing, S.E. Milwaukie Ave.
2.72 S.E. 17th Avenue
Harold St.
2.97 Begin Raised Divider

3.51 Crystal Springs Creek
3.65 Glenwood St.
3.70 U-Xing, S.E. Bybee Blvd.

4.36 S.E. Tacoma St. (Co.)
4.41 Johnson Creek
4.59 SCL(Ptld)-NCL(Milw) MULTNOMAH CO.
4.68 U-Xing, P.T. Co. CLACKAMAS CO.
4.75 Moore Avenue(Co.)
4.78 Pub. Rd.- Stubb St.-(Lt.)Ochoco Ave. (Rt.)
4.83 Milport Rd.-City Limits
4.87 OSHD Maintenance Station

5

5.19 Milport Road
5.36 End Frontage Road

5.97 P.T. Co.

5.56 River Rd.(Co.)-City Limits
5.83 Monroe Street
5.88 Jct. CLACKAMAS HWY. #171
5.97 Kellogg Lake
6.16 U-Xing, S.P. Co. (Tillamook Br.)
6.21 River Road (Co.-Rt.)
S.C.L.-Leave Urban Area
2nd. St.(Co.)
6.30 7th Ave.(Co.)
6.36 Begin P.C.Conc.Pvm't.(N.Bnd.)
6.52 10th Ave.(Co.-Rt.)
6.57 Lakewood Place (Pub.)
6.69 Lakewood Place (Pub.)
6.82 Creek
6.87 Park Ave.(Co.)

7.04 Silver Springs Rd.(Pub.)
7.10 Begin P. C. Conc. Pvm't.(S.Bnd.)
7.33 Holly Ave.(Co.)
7.41 Courtney Rd. (Co.)
7.58 Chestnut St.(Co.)
7.70 Maple St. (Co.)

7.88 Oak Avenue (Co.)

8.21 Risley Ave. (Co.)

=0.00N Jct.SANDY BLVD Hwy.#59(Lt.) Jct.COL.RIV.HY#2W(Rt)
Ankeny
Stark
0.39N-SE Morrison St
S.E. Belmont Street
Taylor
S.E. Madison St
0.74N-SE Hawthorne Blvd
Clay
=0.99N End 1-Way Couplet S.E. Stephens St.

● Existing Traffic Signals (Burnside to Milwaukie)

Note:
Mile points prefixed with "X" denote negative mileage. (North from M.P. 0.00 at E. Burnside)

ENLARGEMENT
X6.0
Jct.PAC.HWY.#1(MP 6.18)

PACIFIC HIGHWAY EAST No. 1E

SHEET 1 of 2

Revised SEPTEMBER 1959
OCTOBER 1960

21.80		County Road
22.00		Begin Bridge
22.04		S.C.L.-MOLALLA RIVER
22.11		End Bridge
22.58		North City Limits (Rt.)
22.74		Walnut St.(Pub.)
22.90		S.C.L. - Barlow-Monitor Rd.(Co.-Lt.) / Irving St.(Co.-Rt.)
23.61		Begin Climbing Lane (Rt.)
23.65		ACBC
24.00		Begin Climbing Lane (Lt.)
24.17		End Climbing Lane (Rt.)
24.24		Road (Pub.)
24.50		Lone Elder Rd.(Co.-Lt.)(Pub.-Rt.)
24.55		Johnson Rd.(Co.)
24.57		End Climbing Lane
24.58		Begin Bridge
24.67		Pudding River CLACKAMAS CO. / MARION CO
24.71		End Bridge
24.81		Relief Channel
24.83		East City Limits
25.01		Main St.(Co.-Rt.)
25.30		Bob's Avenue
25.56		South City Limits
26.88		Old Stage Rd.(Co.)
27.09		27.09N-Begin Interchange
27.26		O-Xing, Hwy. #51
27.47		27.47N-Jct. Hwy.#51 (N.Bnd.)
27.54		Jct. S.Bnd. WILSONVILLE-HUBBARD HWY. #51
27.74		27.73N-End Interchange
27.91		Stauffer Rd. (Co.)
28.18		OSHD Traffic Scales
28.86		North City Limits
29.11		"A" St.
29.26		"D" St. (Co.)
29.41		"G" St. (Co.)
29.54		"J" St. (Co.)
29.72		South City Limits
29.80		County Rd.
		County Rd.

6.82	Creek
6.87	Park Ave.(Co.)
7.04	Silver Springs Rd.(Pub.)
7.10	Begin P. C. Conc. Pvm't.(S.Bnd.)
7.33	Holly Ave.(Co.)
7.41	Courthey Rd. (Co.)
7.58	Chestnut St.(Co.)
7.70	Maple St. (Co.)
7.88	Oak Avenue (Co.)
8.21	Risley Ave. (Co.)
8.42	Concord Rd. (Co.)
8.75	Vineyard Rd. (Co.)
8.99	Naef Rd. (Co.)
9.22	Rothe Rd.(Co.)
9.40	Ina Ave.(Pub.)
9.51	Boardman Ave. (Co.)
9.80	Jennings Ave.(Co.) & P.T. Co. Gr. X-ing
9.97	Hull Ave. (Co.)
10.14	Meldrum Ave (Co.)
	Mildred Ave. (Co.)
10.30	Glen Echo Ave.(Co. City Limits (Lt.)
10.51	City Limits (Rt.)
10.57	Creek
10.58	City Limits (Lt.)
10.63	City Limits (Rt.)
10.67	North City Limits
	Arlington St.(Lt.)
11.02	River Rd.(Rt.-Co.)
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11.12	Begin Bridge
11.20	CLACKAMAS River
11.24	N.C.L.-Enter Urban Area
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11.38	Relief Channel
11.48	Rd.-to Clackamas River Park
11.72	Begin Raised Divider
11.79	Abernethy Creek
11.95	14th St. (Conn.to Hwy.#160)
12.00	Begin Jiggle Bars
12.22	Water St.Partial Viaduct
12.29	Water St. Viaduct
12.39	U-Xing, Hwy.#3
12.56	Jct.OSWEGO HWY.#3(Main St.)
12.62	U-Xing, S.P.Co.(M.L.) (P.T.Co.)
12.84	U-Xing, Foot Bridge
13.04	Begin Asphaltic Conc. Pvm't.
13.44	Hedges St.
13.69	OSHD Maintenance Sta.(Canemah)
13.75	S.C.L. - Leave Urban Area
13.89	Partial Viaduct

ENLARGEMENT

X6.18	Jct.PAC.HWY.#1(MP X6.18)
X6.02	X5.97N-Jct.Hwy.#1(N.Bnd.)
X5.93	X5.93N-O-Xing Denver-Swift
	O-Xing, Hwy.#1(N.Bnd.)
X5.85	X5.86N-Conn.to Hwy.#120(W.Bnd.)
X5.83	X5.85N-End Interchange
X5.81	Conn. to Marine Drive
	Swift-Union Conn.
X5.75	O-Xing, Frontage Road
X5.71	Connection
X5.30	Connection
X5.14	Connection
X4.87	O-Xing, Frontage Road
X4.78	Jct.VANCOUVER HWY.#122 (S.Bnd.)
X4.73	N.E. Gertz Rd.(Co.)
X4.64	Jct. Hwy.#122 (N.Bnd.)
X4.46	O-Xing, Frontage Road
X4.41	COLUMBIA SLOUGH
X4.05	North City Limits
X4.01	N.E. Columbia Blvd.
X3.86	O-Xing, OWR&N Co.(Kenton Line)
X3.75	N.E. PORTLAND HWY.#123 / N.E. Lombard St.)
X3.25	N.E. Portland Boulevard
X2.75	N.E. Killingsworth Street
X2.50	N.E. Alberta Street
X1.75	N.E. Fremont Street
X1.32	N.E. Knott Street
X0.94	X0.99W - Begin 1-Way Couplet
X0.84	X0.84N (N.E. Hancock)
	N.E. Bdwy
X0.20	O-Xing
	X0.20N - OWR&N Co Hwy.#2W
X0.00	COL.RIV. HY.#2W
X0.00	Jct. SANDY BLVD Hwy.#30(Lt.) / Jct. COL.RIV.HY#2W (Rt.)

JENNINGS LODGE M.P. 9.80

CLACKAMAS CO. / MARION CO

BARLOW — AURORA — GLADSTONE — OREGON CITY — HUBBARD — PORTLAND

Cl. Lane — Water St. — 5th St. — 2nd Ave. — N. Union Ave. — N. E. Union Ave.

27.07 — 27.71

30 — 15

FORM E-20 SOM 8-62 45900

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon

March 1, 1963

SUBJECT: Access to Ross Island Sand & Gravel Co.
McLoughlin Blvd. - Portland
Highway 99E

To: Mr. Tom Edwards
Asst. State Highway Engineer
Salem

Reference is made to my previous correspondence to you dated December 21, 1962 and January 14, 1963 regarding the subject access. I enclose herewith a letter from Ross Island Sand & Gravel Co. dated February 25, 1963 signed by Mr. W. H. Galloway, Vice President, in which he is again requesting a traffic light at this location, which light would be actuated and controlled by their dispatcher. Mr. Galloway is also requesting participation by the Highway Department in financing both the proposed channelization and traffic light.

As mentioned in my letter of January 14 to you, Ross Island Sand & Gravel Co. was previously informed that we were opposed to signalization at this location and that we would expect them to finance the channelization.

Since the request by Ross Island Sand & Gravel Co. involves policy procedure, their letter is forwarded to you for further handling and answer.

A. E. Johnson
Division Engineer

RECEIVED
MAR 4 1963
TRAFFIC ENGINEERING

AEJ/lh
Enc.

cc: T. B. Crandall
D. D. Rohrbough
Robert D. Conklin

Crandall
St. Line c/Signals
Storm
Burnside to Willamette

RECEIVED
MAR 4 1963
OFFICE OF
STATE HIGHWAY ENGINEER

36-26

ROSS ISLAND SAND & GRAVEL CO.

Phone HEmlock 6-2177

4129 SOUTHEAST McLOUGHLIN BOULEVARD

PORTLAND 2, OREGON

February 25th, 1963

Mr. A. E. Johnson, Division Engineer
Oregon State Highway Department
9200 S. E. McLoughlin Blvd.,
Portland, Oregon

Dear Sir:

At the January 10th meeting between representatives of the traffic engineering departments of the State of Oregon and the City of Portland and our firm, the proposed channelization of Pacific Highway East at our main plant location was discussed.

The plan offered does present us with a definite gain in permitting us access into the Northbound lanes during the early morning peak periods. It also should give us a satisfactory sanctuary when attempting to cross the Southbound lanes on our return to the plant from the South during part of the working day.

However, the extremely heavy Southbound traffic during most of the afternoon hours presents us with our main problem which this proposal does not alleviate. To eliminate this condition, we suggest a traffic light which would permit the stopping of Southbound traffic only, controlled by our dispatcher or on preset timed intervals. The light would be used for brief periods to permit crossing this lane which now is hazardous or impossible.

We would be willing to bear a share of the cost of the channelization and lighting despite the fact that this traffic condition has resulted from changes in traffic flow, principally the Ross Island Bridge off ramp. It does not appear reasonable that one firm, in business in one location for thirty-seven years, should be asked to bear the full cost of correcting a situation brought about by conditions beyond its control.

Thank you for your consideration of our mutual problem. We will be available to discuss the matter further at your convenience.

Yours truly,

ROSS ISLAND SAND & GRAVEL CO.

By W. H. Galloway

Vice President - Sales

WHG/DM

NOTED
E. E. STREAM

RECEIVED
FEB 25 1963
OFFICE OF
DIVISION ENGINEER
DIVISION NO.

RECEIVED
MAY 8 - 1970
FOR FILING

OREGON STATE
HIGHWAY DIVISION

11-1681(2)
2463

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

May 6, 1970

Mr. William S. Cox, Director
Division of State Lands
20 Agriculture Building
Salem, Oregon 97310

Dear Mr. Cox:

Re: Ross Island Sand & Gravel Co.
ML-202-S

With respect to the Ross Island Sand and Gravel Co. lease renewal for the frontage on Oregon Slough westerly of the Interstate Bridge, there does not appear to be any conflict between their intended operation and state highways. We therefore offer no objections to the permit renewal.

This conclusion is based upon the assumption that there will be no dredging or removal of materials from the area. Should such not be the case, we would like to beinformed so that necessary controls can be imposed to prevent any damage to the bridge foundations.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Victor D. Wolfe
Administrative Assistant

WHT:ia mc

bc Tom Edwards
E. H. Hunter
W. H. Tebeau

NOTED
TOM EDWARDS

RECEIVED
MAY 8 - 1970
FORM E-30-X (12-67)
FOR FILING

11-168(34)
7463

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

May 5, 1970

SUBJECT: Section 204 Review by CRAG of 17 Projects

To: L. H. Young
Programming & Planning Engineer

BUILDING

Attached is a letter from Mr. Homer C. Chandler, Executive Director of the Columbia Region Association of Governments (CRAG), the designated 204 review agency for the Portland Metropolitan area, indicating that the seventeen proposed projects listed by him have been reviewed and endorsed by the Executive Committee of CRAG. CRAG requests favorable action be taken on these improvements.

Four of the projects listed in Mr. Chandler's letter have previously been given a 204 review and approval by CRAG. Those projects are listed below with the date route documentation was submitted to your office.

1. Item 6. Sunset Highway, Wilson River Junction-North Plains Section. 204 review forwarded December, 1969.

2. Item 7. Pacific Highway East, Ross Island Bridge-Reedway Section. 204 review forwarded April, 1969.

3. Item 8f. Johnson Creek (Foster Road) Bridge, FAS 639. 204 review forwarded August, 1969.

4. Item 9b. Beaverton-Hillsdale Highway, Beaverton-Jamieson Road Section. 204 review forwarded July, 1969.

Those projects listed in Mr. Chandler's letter which have not previously been given acceptance under a 204 review are:

1. City of Portland. TOPICS. Signalization on SE Stark and Washington Streets.

2. City of Portland. TOPICS. Signal installation. Oswego Highway at SW Bancroft Street

3. City of Portland. TOPICS. Signal installation. Cascade Highway at SE Mill Street.

NOTED
TOM EDWARDS

4. NE Portland Highway, NE 60th Avenue-Sandy Blvd. Section.

5. Clackamas Highway, Eagle Creek-Estacada Section.

6. Murray Boulevard, FAS 630, Farmington Road-S W Allen Avenue Section.

7. Lower Columbia River Highway, Columbia County Line-Burlington Section.

8. Arndt Road, FAS 117, Air Strip Road-Pudding River Bridge Section.

9. Clackamas Highway, Hogan Road-Boring Section.

10. Boones Ferry Road, FAS 681, Country Club Road-Harvey Way Section.

11. FAS 943, South Tigard Interchange-Boones Ferry Road Section.

12. FAS 574, Columbia County-Old Portland Road Section.

13. 72nd Avenue, FAS 944, SW Hunziker Street-Lower Boones Ferry Road Section.

Robert L. Schroeder
Assistant Traffic Engineer

WDA:ap
Attachment
cc: Tom Edwards
H. S. Cox
R. N. Chase
R. E. Royer

RECEIVED
MAY
ENGINEER

CRAG
COLUMBIA REGION ASSOCIATION of GOVERNMENTS
429 S. W. 4TH AVENUE • SUITE 500 • PORTLAND, OREGON 97204 • (503) 226-4331
CLACKAMAS COUNTY, OREGON Cities in Clackamas County
CLARK COUNTY, WASHINGTON Cities in Clark County
MULTNOMAH COUNTY, OREGON Cities in Multnomah County
WASHINGTON COUNTY, OREGON Cities in Washington County

10

April 29, 1970

Mr. L. H. Young
Program & Planning Engineer
Oregon State Highway Department
Highway Building
Salem, Oregon

Dear Mr. Young:

Please be informed that the Executive Committee of the Columbia Region Association of Governments did on April 17, 1970, review and endorse the following proposed Oregon State Highway projects.

1. TOPICS Projects in the City of Portland:

   a. East Burnside-S. E. 96th Avenue Section of the S. E. Stark-S. E. Washington cplt.

   b. Oswego Highway at S. W. Bancroft Street

   c. Cascade Highway at S. E. Mill St.

2. N. E. 60th Avenue-Sandy Blvd. Section N. E. Portland Highway.

3. Eagle Creek-Estacada Section Clackamas Highway.

4. Farmington Road-S. W. Allen Avenue Section FAS 630.

5. Columbia County line-Burlington Section Lower Columbia River Highway.

6. Wilson River Junction-North Plains Section Sunset Highway.

7. Ross Island Bridge-S. E. Reedway Section Pacific Highway East.

8. Clackamas County:

a. Air Strip Road-Pudding River Bridge Section FAS 117.

b. Hogan Road-Boring Section FAS 129.

c. Country Club Road-Harveyway Section FAS 681.

d. South Tigard Interchange-Boones Ferry Road Section FAS 943.

e. Columbia County Highway-Old Portland Road FAS 574.

f. Multnomah County-Johnson Creek (Foster Road) Bridge Section FAS 639.

9. Washington County:

a. S. W. Hunziker St.-Lower Boones Ferry Road Section FAS 944.

b. Beaverton-Jamieson Rd. Section-Beaverton-Hillsdale Highway.

Sincerely yours,

Homer C. Chandler
Executive Director

HCC:jec

RECEIVED
MAY 5 - 1970
FOR FILING

U-168(24)
7463

May 4, 1970

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon 97301

Dear Sir:

We are forwarding two copies of revised rights-of-way plans sheets Nos. 2, 3, 4, 5 and 7 for the Rogue Island Bridge-S. E. Roadway St. Section, Federal-Aid Project No. U-168(23).

We request that one copy of the revised plan sheets be returned approved for our files if found to be satisfactory.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

CL:bb

STATE OF OREGON

MICROFILMED PUBLIC RECORD

(In accordance with the provisions of ORS 192.040 through 192.070)

Name of Agency: Oregon Department of Transportation

Title of Record Series: Construction Contracts

Arrangement of Records: By Contract Number

Index:

INDEXING: Begins with: Contract # 7414 Ends with: Contract # 7463 folder #2

FLASH CARDS: Begin Each Contract

Remarks:

Reel No. 146 Reduction Ratio 21:1 Project No. _____

Camera: Name Bell & Howell Model File Master Film Recordak AHU MICROFILM 1460

CAMERA OPERATOR'S CERTIFICATE

Certification: I hereby certify that I have on this 27th day of May, 19 81 photographed the documents appearing on this roll of film, that they are true copies of documents, found in the record file described above, and that the integrity of the above described record file has been maintained on the film by microfilming each document in the exact order in which it was found in the file - with the exception, if any, of documents omitted because of technical difficulties and/or by error, as indicated on the film in the cross-reference notes or retake certificate.

I hereby further certify that the microfilm on which these documents are recorded was procured as permanent film of the slow burning cellulose ester or polyester type known as safety photographic film, conforming to applicable standards of the American National Standards Institute; and that the processing conforms to the standards for permanent film; and that samples of film processed by this service are periodically tested.

Signature Silvas Storm